

CYCLE NEWS



WEST

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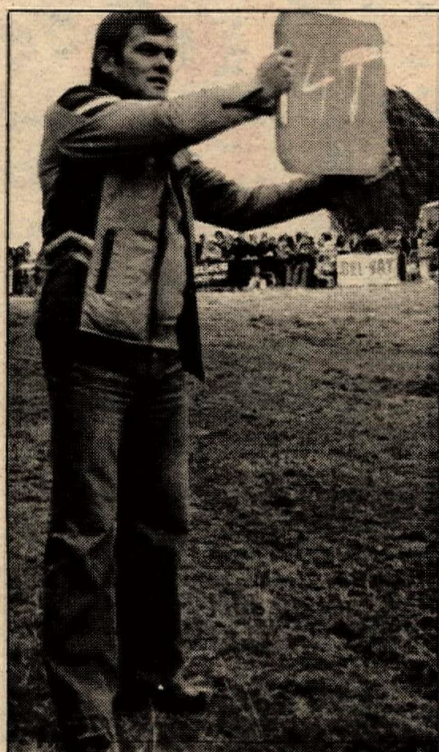
IDST
27 golds
for USA

Olympiad: Hannah
by tie breaker
Pittsburgh half
mile: Morehead
wins his first

NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY



Six-time MX World Champ Joel Robert helped out at the Trophée des Nations race. Report on p. 20.

The 42nd Bol d'Or 24-Hour road race was run over the Sept. 16-17 weekend at the Paul Ricard circuit in southern France. As expected, Honda dominated the race, taking the first three finishing positions and eight out of the top 10 spots. Endurance aces Christian Leon and Jean-Claude Chemarin won the event aboard a Team France Honda with another Team France Honda taking second and the British team of Stan Woods and Charlie Williams taking third. Americans Dave Emde and Harry Klinzmann teamed up aboard a Honda and finished ninth while Americans Wes Cooley and Ron Pierce dropped out of the race with mechanical problems halting their Team Yoshimura (Suzuki GS1000) effort.

Mike Baldwin (Yam) ran away with both legs of the Canadian round of the Formula 750 World Championship road race series at Mosport on Sept. 17. Kenny Roberts (Yam) finished 2-2 for second overall ahead of Yvon DuHamel (Kaw). Skip Aksland (Yam) finished fourth, a spot ahead of Johnny Cecotto (Yam), who clinched the F750 title. The event was marred by an accident that took the life of Avrum Gudelsky of Virginia and put Steve Baker in the hospital with a broken left leg. Complete coverage next week.

Contrary to the entry forms issued for the AMA Amateur Road Race National Championships on Sept. 30-Oct. 1 at Ohio's Nelson Lodges Raceway, post entries will be accepted. Registration will open at the track at 7 p.m., Sept. 29 and remain open all night.

Cal Rayborn, Jr. has been competing at TT races held at the Chula Vista, CA Speedway 117 track, and on Sept. 1, scored a second overall in the 250cc class. Glad to see a great racing name carry on.

Rick "Super Hunky" Sieman called Papa to announce that he will re-occupy the editor's chair at *Dirt Bike* magazine.

The two-day women's GP/motocross event at Carlsbad on Oct. 28-29 will now be known as the Kawasaki Women's Motocross Nationals sponsored by Russ Darnell MX Schools, after the MX-educator put up a \$1,000 purse.

There's an interesting newsletter covering nothing but the events on the AMA Camel Pro Series. Called "Fred on Everything," it's three or so pages of forecasts, reminiscences, assorted notes and brief race reports. Author Fred King doesn't intend to compete with *Cycle News* — in fact he recommends us. Six bucks will get you at least 12 issues with possibly more during the busy seasons. Definitely for the flat track fan who can't get enough. Write to Fred King at P.O. Box 6, Forest Knolls, CA 94933.

Mike Doyle has taken over sole proprietorship of Professional Sports Promotion, Inc., which may be more popularly known as Ventura Speedway. They'll be wrapping up their season Tuesday night, Sept. 26 with the track championship featuring the top 16 riders over the season at Ventura.

For all the south Texas motocross fans who have anxiously awaited the grand opening of Harlingen's Rio Grande Motocross Park, Oct. 1 will be a big day. Call 512/423-5156 if you desire/crave more info.

Taking an idea from the National level, Gresham Toyota in Gresham, OR, is sponsoring the local Pros by putting up money for what will be called the Gresham Toyota Pro Series. There will be six races in the series, all held at Woodland Winter Park. The opener is Oct. 14

and that race will feature a \$500 Pro purse.

The AMA has taken an active role in amending a bill, S-2972, sponsored by Sen. Abraham Ribicoff (D-Conn) that would place severe restrictions on the government relations activities of voluntary membership organizations. AMA Government Relations Director Ed Youngblood says the Association's nationwide effort has been successful in calling the attention of Congress to questionable aspects of the bill, and that it has become sufficiently controversial that it will probably not be reported out of committee.

The New York City Council is currently considering legislation that could ban the nighttime use of motorcycles on designated streets within the city. AMA's Ed Youngblood says, "There's been a significant letter writing response by motorcyclists across the nation, and our mail indicates that the New York City Council is getting comments amounting to 20% from NYC residents and 80% from out of the state." Keep up the good work, folks.

Included in Suzuki's 1979 model lineup will be an 850cc shaft drive road machine, an enlarged 425cc version of the GS400, and some major revamping of the RM motocrossers. The RM 250/370 machines will have 12 inches of rear wheel travel with 11" up front and, we hear, a weight of 211 lbs. The RM125 suspension travel figures are 11/11.

DG Performance Specialties will be putting on a "Day After the Night Before" Pro/Mechanic minicycle race (glad it's not a hangover) at Saddleback Park in Orange, CA, on Nov. 12, the day after the AMA/Toyota Supercross Series winds up at Anaheim Stadium. Look for riders like Bob Hannah, Marty Trips, Mike Bell, Marty Smith, Danny LaPorte, Jimmy Weinert, Gaylon Mosier, etc. Along with these riders will be their mechanics to show them just how it's done. For more information, contact Saddleback Park at 714/639-5832 or DG Performance Specialties at 714/630-5471.

Team Suzuki's Brian Myerscough and Maico-mounted former privateer Darrell Shultz have been named the recipients of the \$500 Nikon Rookie of the Year awards for their performance in the 125 and 500cc AMA/Mr. PiBB National MX Championship Series, respectively. Myerscough was a consistent finisher and his three-straight runner-up finishes in the final Nationals of the year boosted him to third in the final standings. Shultz had several strong finishes, including a second overall in North Carolina to wind up seventh in the points. Myerscough and Shultz joined Maico-riding privateer Dennis Brand, who was named Rookie of the Year in the 250cc class earlier this year.

The month of October will feature the NMA/Suzuki Fall Nationals, a five-race series with \$15,000 in awards and prizes, including five Suzukis to be awarded in a drawing. The series opens Oct. 1 at Barona Oaks near San Diego, then continues on in successive weekends to Saddleback Park, Racing World, Sunrise Valley Cycle Park (Adelanto, CA) and the series finale at Indian Dunes on Oct. 29. For all the gory details, contact the NMA at 213/367-1777, or 213/868-8112.

Ten motorcyclists around the country hit the jackpot when they were named

top prize winners in U.S. Suzuki's "1000" Sweepstakes. The grand prize winner is Steve Hershfield of Cornwall Heights, PA, and he gets the GS1000. The runner-up, James Dahlgren of Merced, CA, receives a GS750. The following people took third place honors and will receive a GS550: Reed G. Olson, Simi Valley, CA; John R. Bucka, Chester, VA; and Ronald Cleveland, Horseheads, NY. Other top winners include John F. Nehring, Toledo, OH; Danny R. Lankford, Emmett, ID; Mark Pollard, Atlanta, GA; Joseph L. Wayand, Ashtabula, OH; and Marelene Thielman, Castroville, CA.

Louis Fornier of Hawthorne, CA, is trying to set up a rider exchange program. Fornier's idea is to set up a method of communication where a rider, in say Canada, could come to southern California or Florida during the winter to stay in shape and in turn, the host would be able to spend some time racing motocross or whatever in Canada during the summer months. Fornier will conduct negotiations between both parties and after a program has been successfully set up, he will charge a \$25 fee. Contact him at P.O. Box 47, Hawthorne, CA 90250, 213/973-1330, after 6 p.m.

The Motorcycle Industry Council has recently published the "1978 Motorcycle Statistical Annual," the second edition of the new reference booklet which covers many aspects of the motorcycle industry in the United States. It may be ordered at a cost of \$5 per copy from the Motorcycle Industry Council, Research & Statistics Department, 4100 Birch Street, Suite 101, Newport Beach, CA 92660, 714/752-7833.

A world final speedway race in the U.S.? That's what promoter Harry Oxley is talking about. He's hoping that Scott Autrey's good showing in the September 2 world final at Wembley, England, will help rejuvenate interest in the States to the point where he could stage an event in a super-arena like the L.A. Coliseum, or the Rose Bowl. Oxley also hopes to entice top Yankee riders to stay on this side of the ocean in the future to help keep local interest up.

In a move to make Winston cigarettes the number one motorsports brand in the country, R.J. Reynolds Tobacco Company has announced that in 1979 Winston will assume sponsorship of the professional motorsports series formerly sponsored by Camel Filters.

The Camel Pro Series will become the Winston Pro Series in 1979. There will be no reduction in the amount of point fund money or the amount of support that the Series receives from R. J. Reynolds.

"In no way is the company disappointed with the performance of Camel Filters as a special events sponsor," said Ralph Seagraves, Reynolds Tobacco's manager of special events. "In fact, the simple phrase 'Camel Pro' has come to signify the best in professional motorcycle racing. We feel that success can only be multiplied," continued Seagraves, "when Winston becomes the company's single brand sponsor for professional motorsports."

Remember that 500cc trail thumper that's been in the works for so long at Honda? Well, we hear that a street version is also in the

(Continued to page 23)

Super Win!

Wes Cooley blasts Yoshimura-prepared GS-1000 to Superbike win at Laguna Seca.

Wes, Pops and their mighty Suzuki GS-1000 had it all together at Laguna Seca.

Wes blasted the Yoshimura-built rocket off the line first. And kept the awesome 4-stroke machine in front all 20 laps of the exciting Superbike Production Race.

Nice going, Wes and Pops.

If you'd like to see the stuff that hot-performing street machines are made of, drop by your Suzuki Dealer.

And look over a winner. The Suzuki GS-1000.



The Fast One.

CYCLE NEWS WEST

America's No. 1 Weekly Motorcycle Newspaper

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ON THE FRONT PAGE:
America's top rider in Sweden at the 53rd International Six Days Trial, Frank Gallo lofts a wheel en route to his fifth in class Gold Medal ride. Photo by Charles Morey.

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VOICES

Up and at 'em, Bob

We would like to express our heartfelt condolences and a speedy recovery to Bob Maxwell, whom we have had the pleasure of knowing and representing our shop in MX racing for the past several years. Not only is he an excellent racer, but an excellent sportsman on and off the track. He is a real asset to the sport of motorcycling. Our prayers are with you, Bob.

BILL'S CYCLE
San Bernardino, CA

Where are you, Donnie?

Could you tell me where I can write to former National #11 Don Castro? He was my favorite rider until his retirement.

KRIS ROSSMILLER
Plainfield, IL

Anyone know where Kris can reach Don? ... Editor.

Fed up with L.A. Times

We are finally fed up with the vendetta against motorcycling which has become almost a daily feature of the Los Angeles Times. It is bad enough to give weekly space in the Travel section to enviro-extremist Michael Frome, but at least his calls for putting a fence around the whole desert are labeled as personal opinion.

Much worse are what claim to be straight news stories, which are infuriating and probably successful attempts to shape public opinion against motorcycling.

Nowhere in the Times will you find positive stories about responsible family groups enjoying the beautiful desert on their trail bikes. Cross country desert races are not covered as sports events, but in news stories describing them as "controversial," "notorious," and even "infamous," referring to the Barstow to Las Vegas classic.

Instead of positive or even balanced coverage, we find the Times trying to make a hero out of a ranger in Ballinger Canyon who managed to get the canyon shut down to motorcycling to protect the possible habitat of a species of lizard even he admits he has

never seen in over 10 years of administering the area, but which he feels is living there somewhere.

This one-sided presentation of a subject with which we are intimately knowledgeable leads us to conclude that our opinions are being shaped to suit the prejudices of the editors of the Times on many other subjects that we don't know enough about to discover what is being done to our minds.

We have been mad before this but kept hoping it would just go away. It won't. We are cancelling our subscription. It's only one out of a million, but they won't get a dime out of us. How about you?

JIM & CHRIS VAN BEVEREN
Mission Hills, CA

AMA Pro-Am Series cheers

The Bridgestone/Yamaha AMA Pro-Am Summer Series was great. We would like to thank the promoters and sponsors of these races for a job well done. Cycle News should also be commended for their fine coverage of the series.

SCOTT GILLMAN, JIM GIBSON &
JEFF CLARK
Orange, CA

Letter to Marty Tripes

Sorry to hear about your sudden illness last Wednesday evening. There were a few hundred people, at the largest weekly motorcycle race in the United States, who were disappointed. Some came all the way from San Diego just to see you.

Your competition for that night in the mini-motocross, Rich Eierstedt, showed up and put on a super performance on his factory Can-Am. You were more than ably replaced by Six Days Gold Medalist, Larry Roeseler, on his Husky. The fans weren't that disappointed.

I hope that the next time a promoter agrees to meet your needs, and buys radio time on four stations promoting both you and the product that you ride...I just hope you can stay healthy.

BRUCE FLANDERS
Pasadena, CA

For what it's worth, Bruce, Marty Tripes also missed racing in the

Subaru International Motorcycle Olympiad II this weekend. Announcer Larry Huffman reported that Tripes had suffered food poisoning. Perhaps it was the same illness—and legitimate reason—that kept him from showing up for your Inland Raceway Speedway event appearance... Editor

Thanks to Yamaha from a Penton rider

I would like to thank Yamaha for their help at the ISDT in Sweden. KTM's Jack Lehto refused to help me even though I had ridden two previous ISDTs on Pentons and had always received their support. Jack Lehto had no good reason for refusing to help, except to say, "That's the consequences you pay for riding for Team Mexico."

Husky took care of Lars Larsson, and Yamaha took care of Jim Simmons and me. Yamaha did a first class job at every gas pit, and they deserve a lot of credit.

Thanks again to Kevin and Ruben at Yamaha and especially to my wife who worked a gas stop every day. Without their help I would not have won a Silver Medal.

FRED J. CAMERON, D.D.S.
Tiburon, CA

Pioneer Town reflections

Well, I've recovered from my 1200 mile round trip to and from the Dirt Diggers' 20th annual shindig, now known as Pioneer Town. I was impressed. This was my first time at their race, and with one small exception, it was totally enjoyable.

That one exception involved a couple of drunks who insisted on bragging—loudly—at 2:30 on to 3:00 a.m. on the merits of being a Checkers M.C. member. I wasn't impressed with their behavior, but the rest of the weekend was an absolute dandy.

I had the pleasure of meeting some marvelous people: Ned Owens and Chet Carmen of Modern Cycle, Super Hunky of god-knows-where, Gary Laudig of Cycle News, John McCown and Kookie III, Rich Eierstedt, Marty Tripes, Brad Lackey, Jimmy Weinert, Rick Hocking and more. Plus I rekindled some previous acquaintances; Dick Mann, The Bill Tarlings and Walt Axthelm.

The racing was first rate. The course was neat—rough as hell! The announcers were great. The woofies were outstanding. It was a super laid-back event. The only bad thing was, I broke. But it was such an "up" weekend, I wasn't upset.

Yessir, Dirt Diggers, may you all enjoy long lives and continue on in the same vein. I hope to see you again next year.

And special thanks to Coors. Though I'm a Gatorade guzzler, I do appreciate the sponsorship.

GORDY RIDER
Safford, AZ

Next week

**Trans-AMA
Series
opener**
**San Jose
Mile**

Overall Winner

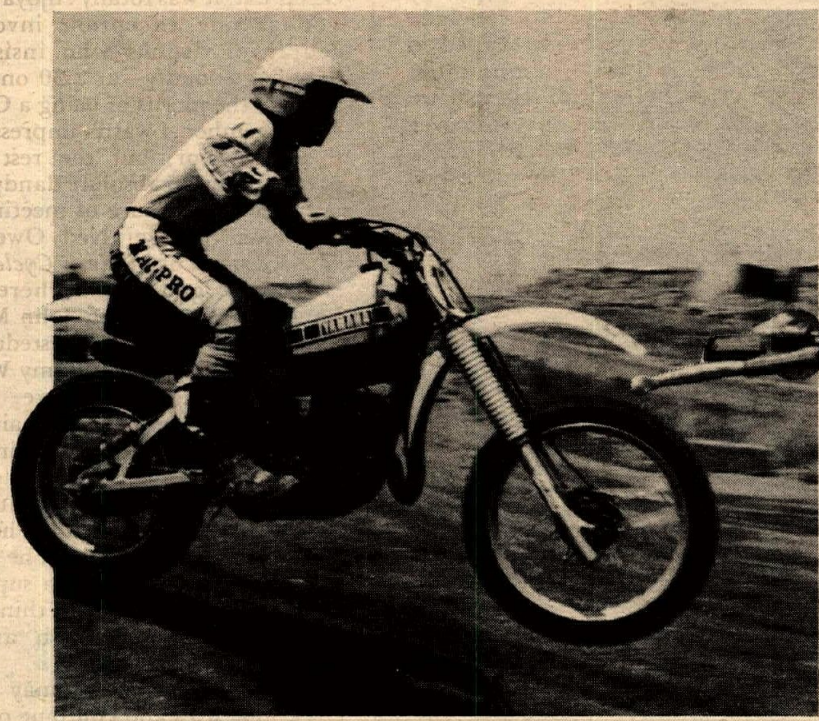
PENNZOIL... Off-Road's Winningest Oil

For the last four years, a Pennzoil lubricated entry has been the Overall winner at the SCORE Off-Road World Championships. This year, Charles Welk dominated both motos for the Overall and Class 22 win. Like so many off-road champions, he asks for Pennzoil 2-Stroke Motorcycle Oil. Pennzoil's unique heat and friction-fighting properties are the answer for lasting engine protection . . . the kind of protection it takes to beat your competition in Baja or at an event like the SCORE World Championships. Take a tip from these winners, whatever you ride, wherever you go, Pennzoil is worth asking for.



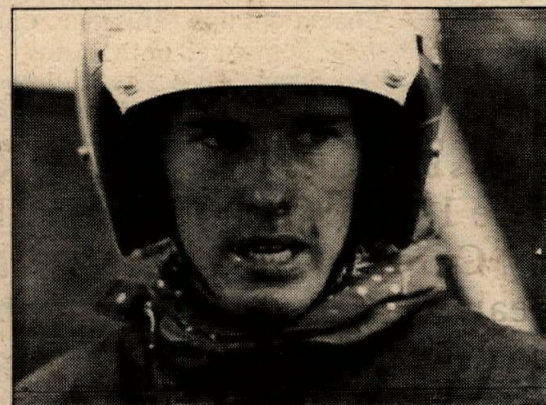
CLASS 20 WINNER
Chris Howard
Winning oil: Pennzoil 2-Stroke Motorcycle Oil

OVERALL WINNER
CLASS 22 WINNER
Charles Welk
Winning oil: Pennzoil 2-Stroke Motorcycle Oil



PENNZOIL COMPANY Oil City, Pennsylvania

ISDT



U.S. World Trophy Team: Jack Penton (163) wheelies out of the High Chaparral starting area. (Clockwise from top) Top American Frank Gallo checks his KTM. Ted Leimbach turned in a seventh place in the 250cc class showing. Rod Bush got his Gold in the 175cc class. Jeff Hill cruises over a Swedish mini-bridge. Kevin LaVoie sails over a special test jump.



Czechs top 53rd International Six Days Trial, USA racks up 27 Gold Medals

By Larry Langley

Photos by Charles Morey and Langley

The 1978 International Six Days Trial was won by Czechoslovakia for the second consecutive year as their six man trophy team swept to a convincing victory over runner-up East Germany.

The U.S. Trophy team of Rod Bush, Jack Penton, Ted Leimbach, Kevin LaVoie, Jeff Hill and Frank Gallo ended up a credible fifth but placed as high as third for two days during the grueling event.

The 53rd running of the "Olympics of Motorcycling" was headquartered at High Chaparral, a western tourist town similar to our Knotts Berry Farm, in Southern Sweden. Visiting tourists were treated to an international event along with cowboys and Indians, Swedish style.

Bikes were impounded on Friday and over 320 bikes were parked in the Parc Ferme for viewing by the public, under close watch of the Swedish Army who was providing support for the event. The small bikes attracted considerable attention, especially the 50 and 75cc classes. There was even a water cooled 75cc bike entered!

The favored Czech Jawa Trophy Team bikes were equipped with Preston Petty fenders front and rear along with Sachs gas shocks, no springs. Very unusual for a manufacturer whose reputation is for building heavy, reliable motorcycles. Suspension travel on the Jawas looked to be around nine inches, not a lot compared to some of the competition. But the Czechs *know* just how much will be enough. They do not leave any detail uncovered.

The Italians rode Sachs in the very small displacement classes and SWMs in the larger displacement classes. The 250 and 350cc SWMs were equipped with the so-called obsolete straight leg forks. The East Germans were on their trusty MZs, bulky looking but fast and reliable. The West Germans were on Zundapps. The U.S. Trophy Team rode KTMs, with the Vase Team mounted on Huskys.

The opening ceremony was held Sunday afternoon. Each country marched into High Chaparral to be welcomed by the Swedish Organizing Committee and the F.I.M. The U.S. Team showed up in yellow team jackets, except the Trophy and Vase Teams. They were in their KTM and Husky jackets. What patriotism. The inter-team politics had already

started. The British team looks spiffy in their British racing green suits.

There's Team Mexico. *Team Mexico?* But that's Lars Larsson, Jim Simmons and Fred Cameron! In huge, oversize sombreros to boot! It seems that Lars wanted to ride this year's ISDT very badly since it is being held in his homeland. The only problem was that he only qualified 45th and only 37 could go. So Lars tried to get on the Canadian and Australian teams without success. Finally he hit upon the idea of forming Team Mexico and arranged for Mexico to enter him. Fred and Jim heard about it and volunteered to go along since they were in the same boat qualification wise as Lars. Now it's not exactly kosher for them to enter like they did but their entry did get accepted and the AMA chose not to make a fuss (which they could have), so they were allowed to ride. Next year no way, says the AMA. Sunday night it rained hard. Just what the nervous riders needed. Many got no sleep at all. They were worried about how the rain would affect the terrain.

Day One

Finally the anticipation was over. The long qualification process and personal sacrifices had paid off.

But first the unanswered question of whether the bikes would start after sitting out in the rain overnight. By the 7:00 a.m. start time, the rains had backed off and the first 50cc bikes were zipping their way off into the distance. The first American rider due out was 125cc class rider Tom Krehbiel (KTM) and he received a healthy cheer from the many Americans in the start crowd. That became the pattern when an American started. There were enough Americans on hand to vocally support the team in a very enthusiastic manner. Swedish law required that headlights be on at all times so each rider had to make sure his light was on before they let him leave the start area.

Finally all the U.S. riders made it off the start without incurring the 50-point penalty for not starting within one minute. Soon, however, word filtered back in that Carl Cranke (Yam) was already out of the race!

Carl hit a rock while riding through the woods and damaged his side case. Unfortunately the side case made contact with the clutch basket and destroyed it. Tough luck for one of the U.S.'s premier ISDT riders.

The rain didn't affect the terrain that much. The soil was quite sandy and actually provided better traction when wet. But the sand did dig up rather easily, exposing roots and rocks for the unwary or careless rider. The U.S. Trophy Team received a jolt when Rod Bush came to a railroad crossing with the traffic stopped for an oncoming train. Rod didn't want to lose any time so he looked and couldn't see a train coming so he circumvented the crossing guards and walked his bike across the track. However, there was a police car in line on the other side and the police stopped him and wrote him up. Then they notified the Clerk of the Course, who felt he had no alternative but to disqualify Rod! Kathy Wanta, the U.S. jury member promptly protested and Rod was allowed to ride on but with a big question mark.

Rod was feeling pretty bad about the whole thing as he was a last minute replacement on the Trophy Team, replacing Gary Younkens who was injured just a couple of weeks prior to the event and couldn't ride. The jury was scheduled to meet Tuesday night and Kathy did an excellent job of behind the scenes politics. Luckily a precedent was set two years ago in Austria when a Swedish rider was cited for the same offense but was allowed to ride. The final verdict: Rod would pay the \$75 fine and be allowed to ride. A huge sigh of relief from all concerned.

The Vase Team didn't fare as well when Greg Davis hit a stump when he went to pass another rider and ended. He broke his collarbone and a couple of ribs. A U.S. Support rider rode Greg's bike into the noon check hoping that Greg wasn't hurt too bad but had to abandon the effort when Greg's injuries were determined and he was unable to continue. Dane Leimbach (KTM) became the next U.S. casualty when he was forced off the road by a car coming the other way. The car had to swerve wide to avoid a bicycle and left Dane no place to go. Dane suffered a compressed vertebra and was also out of the event. Good grief! In a matter of a few hours we had lost three of our best riders. Things weren't off to a very good start.

The course each day was an approximate 90-mile loop which the riders rode twice. A special test was laid out in each loop so the riders repeated the test each day. Also an

acceleration test was run once each day. The Day One and Two special test was located near the MX course where the Swedish Grand Prix is held. So after traversing some woods (via a bulldozed trail), the riders came out on the MX course where they made a loop and then back into the woods to the finish of the test. The area was very sandy and some of the riders were having problems turning in the sand. The bulldozed portion of the course presented problems — after a few riders had gone through, the hidden roots and rocks became exposed causing more than one crash.

At the end of the day West Germany led the Trophy Team standings with Italy second, Czechs third, U.S.A fourth and East Germany fifth. We were looking pretty good. Most of our riders were on gold but a few were just off. Tom Krehbiel and Ron Lamastus (SWM) ended the day about 10 points off of gold. Rookie Steve Whitworth (Hus) from Texas had a few problems and dropped two minutes at a time check which dropped him down into the Silver medal category also. Gary Edmond (Suz) led Kevin LaVoie in the 350cc class by just three points.

Barry Higgins (Mai), who was shooting for his first finish after five DNFs, found himself on silver after falling down in both special tests. Barry was just trying too hard. Jim Fishback (Yam) found himself on the same minute with KTM flash Frank Gallo who was a top contender for top American. Frank finished the day in fourth place in the 500cc class while Fishback learned to ride in the woods of which he had had precious little exposure, being an ex-desert racer along with Husky riders Larry Roeseler and A.C. Bakken who all looked smooth and were on solid gold in their first ISDT.

Before impound the Husky riders removed their exhaust pipes for next morning's replacements. It wasn't a big deal but the factory had welded double wall head pipes onto single wall cones and they were leery of vibration cracking so they wanted to replace the pipes with all single wall systems.

Day Two

Dennis Reese (Yam) changed a bent sprocket the previous night but still kept throwing chains. It didn't cause him any late points and he finally got the problem straightened out. Tires seemed to be holding up well in the sandy terrain but most riders planned on replacing them at the end of the day. The weather was cold and overcast with rain during the night. Good riding weather.

The West German Trophy Team



Czech World Trophy Team: Winning again were the unbelievable Czechoslovakians (clockwise from above) Jiri Stodulka (288), Frantisek Mrazek (138), Jiri Posek (23), Kvetoslav Masita (222), Stanislav Zloch (261) and Josef Chovancik (167).



received a severe setback when Eberhard Weber broke a chain on his Zundapp in the special test and took 40 minutes to fix it! The misfortune put the West Germans back to 13th and moved the Italians into first. The Czechs moved into second and the U.S. Team to third! Things were looking up. Weber was a strong second in the 125cc class at the time of his misfortune. The Italians started to burn up the special tests. With Sachs in the small displacement classes and SWMs in the larger classes they were starting to look like they just might upset the Czechs.

At the end of the day, Krehbiel and Lamastus moved up to gold status. Drew Smith (Suz) held down top American in the 175cc class at 14th as teammate Mike Rosso fell in the second test and lost a bunch of points, moving him back to 21st.

In the 250cc class Ted Leimbach (KTM) was first American just ahead of Jack Penton (KTM) at seventh and eighth. Dick Burleson was a steady 10th while favoring a very sore shoulder which he incurred in a crash during a National Enduro earlier in the year. American hopes were high.

Day Three

A new course and a new special test. It was laid out in a farmer's sprawling pasture. It was exactly what I had always pictured a ISDT special test to be in my mind. Nowhere on the course could the riders get into sixth gear. It was a tricky, rider's skill course. Quite unsimilar to the balls-to-the-wall special tests the U.S. qualifiers are fond of running. The small bikes slipped and slid on the wet grass until finally the bigger bikes dug through

the grass to the loamy soil beneath. Primo traction. The Italians were not as wild as I had preconceived them to be. They were going very fast and very smooth.

You can tell a Czech without looking up his number. They have a certain style. Except Jiri Stodulka. He's got his own unique riding technique.

Gallo's back was hurting him but not slowing him down much. Ted Worrell's (Suz) knee was bothering him. He fell down in the special test with the bike landing on the knee. An observer predicts he won't last another day. Ted has had four operations on the hurt knee.

Swedish rider Torbjorn Jansson (Hus) took over the 500cc class lead over the Czechs. The Swedes had something to cheer about since they lost a trophy team member on Day One.

The word got around that the King of Sweden was at the special test! Sure enough, there he was! Not too shabby. I couldn't imagine Carter coming if it was in the States. The Swedes publicized the race well. It was in the local papers and on the TV news each night.

Back on the course a strange obstacle loomed in the form of a 2" x 6" plank cross a drainage ditch. One slip and into three feet of water. Mike Rosso slipped. Luckily there were people there to help him out. Frank Gallo crashed and cracked his gas tank. Some epoxy and duct tape patched things up.

Fishback was learning quick. He beat Gallo in the second special test. And he was staying with Gallo on the



trail. Bruce Kenny (Hus) had a flat and the air bottle wouldn't fill the replacement tube. He dropped three points at a time check. Fishback got stuck in a mud section and lost a minute at a time check. He tried to go around the mud bog and that was worse. The extra 60 points dropped him to 21st in class. Fishback and Gallo were both on the Swedish News, Gallo pulling a beautiful wheelie for the cameraman.

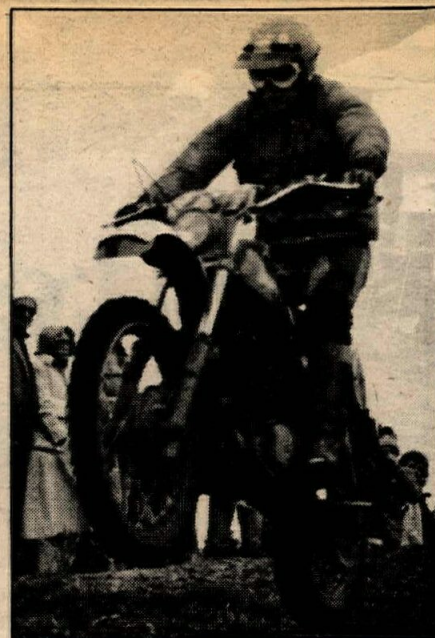
The Italians met disaster. Trophy Team member Pietro Gagni (SWM) lost his electrics for 40 minutes. There was a hot rumor that the Italians changed the whole engine. But no matter. The Czechs were now in first place. The East Germans climbed past the U.S.A. into second while we maintained third.

The woods were full of "support" riders. They don't like to call it cheating. Support is a better word. The U.S. had the fewest support riders but we do it too. It's expected. The Czechs knew where each course marshal was at all times. They were very organized. Gallo was still top American and fifth in the 500cc class.

Day Four

Our Trophy Team hopes went out the window when word of Jack Penton's troubles filtered back. He had a flat rear tire and stopped to change it. The tube he put in went flat. Pinched? Jack says no, it had a hole in it. He carried it on the back of his bike. Vulnerable. A rider drops him a tube. Jack was 20 minutes late to a time check.

The special test was the reverse of Day Three and just as challenging. Fishback beat Gallo in both special



tests and moved up to 16th. It looked like he was really enjoying himself. If he hadn't lost the 60 points he would be ninth in class. Tom Krehbiel was barely on gold but hanging in there. All of our 175cc riders were solid gold. Ted Leimbach was sixth in the 250cc class with Burleson 12th. Kevin Piasecki (KTM) was 21st and riding a steady race, making few mistakes.

Kevin LaVoie was seventh in the 350cc class and doing very well in the special tests, turning the same times as Gallo. Gary Edmond is impressive at 13th on the PE251 Suzuki. He was beating former World Motocross Champion Jeff Smith (C-A), who was riding for Canada. Smith was 15th. Trophy Team member Jeff Hill, whose dad was running the KTM pits, was riding a very smooth, mistake free race. And Barry Higgins moved up to a solid gold medal status after a poor start by staying upright in the special tests. "Slowed down and went faster," said Barry. Dennis Reese was barely on gold but hung in there. Larry Roeseler rode conservatively due to a gimpy knee but was well into gold. Fellow desert racer A.C. Bakken was also on gold but didn't have any cushion to make a mistake with.

Russ Powell (KTM) was solid silver and was five minutes late to a time check. U.S.A. dropped to seventh in the Trophy Team standings. France moved into third place behind Czechoslovakia and East Germany with England fourth. Holland slipped into fifth with Poland sixth in front of the U.S.A. Isn't anything sacred? Ted Worrell finally dropped out with a very gimpy knee. He couldn't take the chance on injuring it further.



Tom Krehbiel (47) scored a Gold Medal in the 125cc class. Jim Fishback (312) was on Gold until he crashed, hitting a tree and breaking his arm. Larry Roeseler (302) got his Gold Medal.



Day Five

The riders were tired. The course had worn them down. Day Five was supposed to be a long, hard day. It was long but hardly hard. The riders thought it was the easiest day of the event. A new special test, located in a gravel quarry, was mostly sand. They laid out a two mile course in a half-mile-square area! Again sixth gear was useless because it was tight with a lot of turns. Steve Hess (KTM) arrived at a time check and discovered a broken motor mount bolt. Lo and behold he "discovered" one in his fanny pack.

At the special test Mike Melton came limping in with his Husky looking like a weird trials bike. He hit a tree and severely bent the forks back. He limped around the special test and we yelled at him to hang in there, try to finish. Mike crashed at a blind curve on a fast dirt road. Unfortunately Fishback also crashed there. But Fishback hit a tree with his arm and broke it. The arm, not the tree. A Swedish Army Helicopter arrived and airlifted him to the hospital where they determined it was not too bad of a break and didn't cast it, telling Jim to wait till he gets home to do it. Melton said the crash location was bad; while he was laying there John Fero (Yam) came flying through the air and landed on him! Luckily neither was hurt. Ted Leimbach also laid it down at the spot but didn't ding himself or the bike. Fishback was disappointed, he had really started to get the hang of things. He plans on being back next year.

Tom Krehbiel was riding good and providing himself with a cushion. He wants that gold! The Italians were

leading the 50cc, 75cc, 250cc and 350cc classes.

The 350cc class leader, Guglielmo Andreini, was leading the ISDT overall on his 350 straight-leg-fork SWM. The Czechs, Stanislav Zloch and Jiri Stodulka, were leading the 500cc class on their air-shocked Jawas. Lord, were they smooth! One of the Czech club team members broke an air shock and just pumped twice as much air into the other and motored right on light nothing had happened. Barry Higgins was starting to hope this will be his year to finish.

Day Six

The last day is traditionally a short day with heads up motocross. As the riders arrived from the short 70-mile ride for impound before the motocross it started to rain. It was just a drizzle at first but then it rained harder. It didn't let up. The motocross was laid out in a grass field, which turned to mud. The riders with enough time changed the rear tire for better traction in the motocross. Jeff Hill cut it a little too close and got into impound a few seconds out of his grace. He was mad at himself for the unnecessary 60 point penalty he just accrued. His dad just shook his head. All of our riders got in so they are considered official finishers. However, they could win or lose a gold at the motocross. By the time the 50cc and 75cc heat got off, the course was very muddy and slippery. It got worse as the day went on. Our riders didn't seem to handle the mud very well and some of them were falling down. In the 350cc heat, Kevin LaVoie fell twice and was just circulating. You could tell by just looking at him that he felt he had lost his gold. By the time the 500cc class started, the course was



a mess but rideable except at one drainage ditch which became a quagmire. Frank Gallo led his heat much to the cheers of the Americans. However, riders were becoming stuck in the ditch and #299, West German Paul Rottler who was fourth in the 500cc class became stuck. He was furious! He decided to lay down in the only line available and created a huge bottleneck! At one point there were over a dozen riders stuck. The mud had made the scoring a mess anyway. As it turned out, the jury decided to throw out the motocross in the scoring and the event was finally over. Six days, 1000 miles, 11 special tests, five acceleration tests and approximately 50 time checks. If you handled it well, you got a gold medal, a symbol of superiority and well deserved. If you at least finished, a bronze medal was your reward. Many riders will treasure their bronze. Mike Melton got the only bronze medal for the U.S. team this year. Considering that on day five he didn't know if his bent up bike could possibly make it to the finish he was pretty happy to receive the bronze. Our silver medal winners either had bad luck which cost them points (Jack Penton for example) or just weren't fast enough in the special tests to rate a gold.

Our "rookie" crop of riders performed well and most will be back next year with a year's experience behind them. Barry Higgins deserves special mention for his first finish and a well deserved gold after a poor start.

Ted Leimbach ended up top American in the 250cc class and deserved it, he rode a very smart, fast race.

Team Suzuki was impressive as the Yellow Zonkers ran like clockwork and

made Team Manager John Morgan very happy. Realistically we probably can't challenge for the trophy yet. But there's no doubt we are one of the world's three best teams.

Al Eames did his usual good job as Team Manager, travel agent and babysitter. Kathy Wanta got very little sleep during the week and represented the U.S. on the jury extremely well.

And a special note of appreciation should go to the many volunteers who manned checks, sloshed through mud to pull our riders out, and provided moral support. Without them, there certainly couldn't be a U.S. effort at all.

Results

GOLD: Tom Krehbiel (KTM) 27th 125cc; Drew Smith (Suz) 9th 175cc; Dave Hulse (Suz) 13th 175cc; Alan Deyo (Yam) 14th 175cc; Mike Rosso (Suz) 15th 175cc; Tom Penton (Suz) 17th 175cc; Don Cichocki (Suz) 18th 175cc; Rod Bush (KTM) 20th 175cc; Ron Lamastus (SWM) 22nd 175cc; Ted Leimbach (KTM) 7th 250cc; Dick Burleson (Hus) 10th 250cc; Jeff Fredette (KTM) 19th 250cc; Kevin Piasecki (KTM) 23rd 250cc; John Fero (Yam) 27th 250cc; Steve Hess (KTM) 40th 250cc; Dennis Vandecar (Hus) 45th 250cc; Kevin LaVoie (KTM) 7th 350cc; Gary Edmond (Suz) 13th 350cc; Frank Gallo (KTM) 5th 500cc; Jeff Hill (KTM) 18th 500cc; Larry Roeseler (Hus) 22nd 500cc; Barry Higgins (Moi) 25th 500cc; Frank Piasecki, Jr. (KTM) 32nd 500cc; Bob Popiel (Hus) 33rd 500cc; A.C. Bakken (Hus) 37th 500cc; Dan Schuler (Hus) 38th 500cc; Dennis Reese (Yam) 40th 500cc.

SILVER: Steve Whitworth (Hus) 66th 250cc; Jack Penton (KTM) 67th 250cc; Bruce Kenny (Hus) 47th 500cc; Russ Powell (KTM) 59th 500cc; Mike Melton (Hus) 72nd 250cc.

TROPHY TEAM: 1. Czechoslovakia; 2. E. Germany; 3. England; 4. Holland; 5. U.S.A.; 6. Poland; 7. Italy; 8. W. Germany; 9. Australia; 10. Switzerland; 11. France; 12. Belgium; 13. Seden; 14. Austria; 15. Finland; 16. Canada.

VASE: 1. Italy; 2. Poland; 3. Czechoslovakia; 4. Holland; 5. W. Germany; 6. England; 7. Spain; 8. Canada; 9. Sweden; 10. Belgium; 11. Australia; 12. Finland; 13. Switzerland; 14. E. Germany; 15. U.S.A. 16. France.

CLUB TEAM: 1. Motoclub Italia A; 6. CATRA (Jeff Fredette, Gary Edmond, Frank Piasecki, Jr.); 11. Ft. Hood Dirt Riders (Tom Krehbiel, Steve Hess, Dennis Vandecar); 17. Cycle Nuts and Bolts (Ron Lamastus, Russ Powell, Dan Schuler); 18. United Enduro Assn. (Kevin Piasecki, Steve Whitworth, Bruce Kenny); 19. Perry Mtn. M.C. (Mike Melton, Barry Higgins, A.C. Bakken).



Spectators lined the hillsides to watch the start of the demanding cross country race.



Bob Hannah donated his \$10,000 first prize money to the Muscular Dystrophy Foundation.

Subaru International Motorcycle Olympiad II

Hannah edges Weinert follows

By Dale Brown

Photos by Brian George, Charles Morey and Brown

ORANGE, CA, SEPT. 17

Yamaha's Bob "Hurricane" Hannah won two of the five Subaru International Motorcycle Olympiad II individual events at Saddleback Park to come out on the top side of a point tie for first with Kawasaki's Jammin' Jimmy Weinert.

The race was decided in the last few feet of the final event, the motocross. On the last lap — no white flag was given — Hannah was leading with Weinert second. Had the order remained, Weinert would have won by two points. But Scott Gillman, a hot local motocrosser, edged by Weinert in the last turn to take second in the event.

John Hateley put together a consistent score to take third. Rex Staten, riding for the first time with Yamaha factory colors, was fourth.

There were two double event winners. Camel Pro Series rookie Eddie Lawson took his flat track framed TT500 Yamaha to short track

and TT wins while Hannah triumphed in the cross country and motocross events. Staten won the drag race.

Goodyear short track

The flat trackers were out to revenge the sound whipping handed them by the motocrossers in last year's Olympiad. And they had an advantage — both the short track and TT required Class C traction — treaded tires. Lawson was the only rider to show up without long travel suspension and that proved to be his early advantage. During practice he was pitching the Shell Racing Specialties Yamaha right down on its cases through the turns. Unofficially, he was turning laps in the high 15-second bracket while the rest of the field struggled in the 16s around Saddleback's sandy oval.

Hannah disappeared from practice for a brief period of time to stretch a too-short spring in the carburetor. Jeff Jennings, riding a Wheelsmith Maico, had engine problems, but made his heat race and led it until the seizure problem reoccurred. Al Baker went on to win that first heat over Jimmy Weinert.

Jeff Ward and his factory Yamaha won the second heat ahead of Maico-mounted John Gennai; Dave Aldana kept his TT500 Yamaha in front of John Hateley's Maico in the third; and Eddie Lawson simply ran away with the fourth heat over Rick Hocking. The semi qualified the final four riders: Gary Jones (Ammex), Bob Hannah, Rex Staten and Jim Gibson (Bassett Yam).

The remainder of the finishing order in the semi filled the points positions after the main event riders. A consolation race was run to complete the points order and was won by speedway rider Gene Woods (Suz).

In the main, Lawson was on the pole but Al Baker took the holeshot. Lawson got around him, but the race was red-flagged due to a crash. On the restart, Lawson blew into the lead and was never headed. Aldana latched on

to the second spot ahead of Gennai and Baker.

Hocking displaced Baker for fourth a lap later. Hateley was working his way up from a middle-of-the-pack start. Along the way he passed Weinert, and they both passed Baker to occupy fifth and sixth by mid-race.

Hocking and Gennai got into a good tussle over third place and Hocking grabbed it at the three-quarter mark. Jeff Ward finished eighth behind Baker and ahead of Jones, Staten, Hannah and Gibson.

Yamaha TT

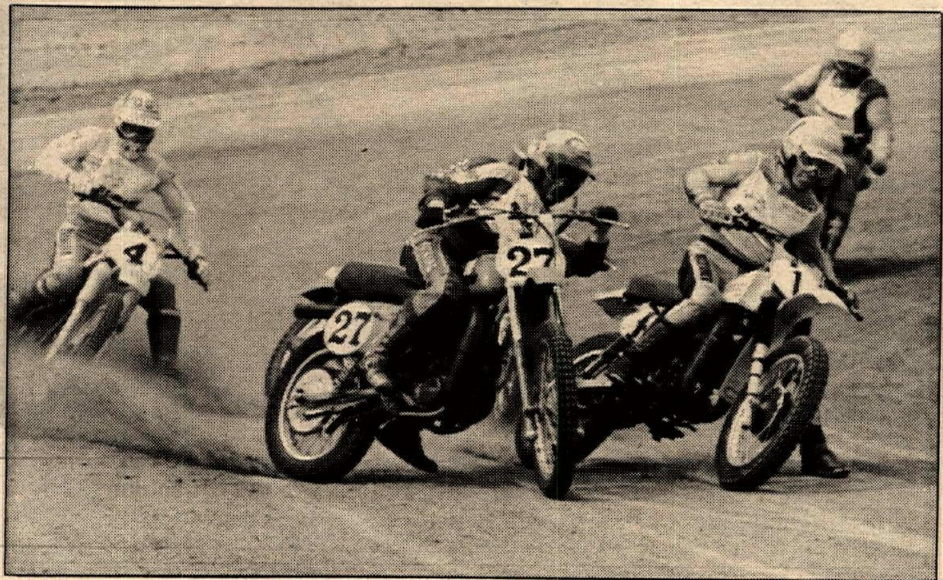
This year's TT was enlarged beyond the short track and infield section of the previous year, and some adjacent fireroad and connecting track were graded, watered and included.

TT practice was marked by the retirement of 1977 Olympiad winner Kent Howerton. Howerton, on a factory Suzuki, had twisted his left ankle during the short track. Unable to use the leg properly for sliding, he fell during TT practice and decided to call it a day rather than take further risks a week before the Trans-AMA Series gets underway.

Scott Gillman (Yam) and Jim Gibson were the direct transfers to the final from the first heat. Both are hot



(Above) Short track/TT winner Eddie Lawson (31) takes a hard, fast line around Rick Hocking (27). (Below) Last year's winner Kent Howerton (1) DNF with a twisted ankle.



(Above) Jeff Jennings (28) leads eventual 3-2 placers John Gennai (23) and John Hateley early in the TT. (Below) Rex Staten (39) dusts Jimmy Weinert in the drags.



in victory tie, Hateley

SoCal motocrossers and were called on late when injuries, illness and no-shows hurt the original field. Both put on excellent rides during the course of the day.

Lawson put on another runaway show in the second heat to garner the pole position once again. Gennai took second.

Motocrossers took the transfers from the third heat with Jeff Jennings and Weinert leading the way.

Team Honda's Brad Lackey, riding a CR250R with works forks and Moto-X Fox Airshox had appeared uneasy in the short track and finished very poorly. But Lackey blasted into the fourth heat lead with Hocking in tow. Hocking closed and late in the race, stuffed it under Bad Brad in a tight pass through turn one.

John Hateley took the semi win over Kawasaki's Gassin' Gaylon Mosier, Aldana and Gary Jones.

Hannah failed to make the main event after a high speed crash. "I had these really bad tires and they kept washing out. I kept it on (approaching a high speed downhill left), hit the bank and ended," said Hannah later.

After Team Yamaha's Broc Glover had taken the consolation race, the main rolled to the line. Lawson got out

front, followed by Gennai, Lackey and Jennings.

Jennings passed Lackey and Gennai on the first lap, while Hateley and Gillman moved into positions behind Lackey. Hateley passed Lackey and Weinert and Hocking moved into the positions behind Lackey.

Out front Lawson was busy increasing his lead. Hateley was into third on lap three and an interesting battle between Jennings, Hateley and Gennai ensued. But by the fifth circuit, Hateley was in second, where he would remain. Jennings dropped out two laps later and the leaderboard was set at Lawson, Hateley, Gennai, Lackey, Weinert and Hocking.

Kawasaki cross country

Riders were allotted 10 minutes to change wheels and tires prior to the cross country race. Broc Glover ran into problems when he discovered a bearing missing from his knobby-shod wheel and had to take the hub from another wheel apart. He finished a few minutes out of his allotted time.

The cross country course, 4.1 miles through Saddleback's back section, was the subject of a few pre-race horror stories from the competitors and especially from the announcers.

The course included hillclimbs, narrow rain-rutted gullies, rock sections, etc.

Scott Gillman, who practically lives next door to Saddleback, was the leader at the end of the first loop. Trailing him were Mosier, Hannah, Ward, Rich Eierstedt on the factory Can-Am, Glover, John Fero on an ISDT Yamaha, Jennings, Weinert, Staten, Gary Semics on another factory Can-Am, Kawasaki's Steve Stackable, Al Baker and Bob Balentine (KTM). Lackey, who appeared to have had a good start from the dead-engine LeMans procedure, must have run into trouble, for he came by in 20th.

Hannah moved into the lead on the second lap. Gillman and Jennings both dropped out; Gillman broke the top triple clamp through one of the rough sections and Jennings got off. Jeff was through for the day, while Gillman sent for another triple clamp from his nearby house.

At the end of the third and final lap, Hannah had about 30 seconds on Mosier. Eierstedt, Ward, Glover, Weinert, Staten, Gennai, Semics, Stackable, Jones, Lackey (12th as compared to 20th on the first loop), Gibson, Fero, Baker, Balentine, Larry

Roeseler (Hus) and Brent Wallingsford (Hus) followed.

Lawson, who had said earlier that he wouldn't ride the cross country, did complete one lap on the flat tracker ("Just barely," he quipped after the event.).

Sue Fish (Yam), who had been doing fairly well, was unable to compete in the cross country. A bolt in a fork which held the damping rod, backed off and allowed the oil to drain. She couldn't get the bolt refastened and the oil refilled in time.

Yamaha drag race

The scheduled drag hillclimb was changed to a 100-yard drag race in the short track infield. Riders went head to head in an elimination format. The event was timed and placings after fifth were determined by the times. A motocross-style starting gate was used.

There was some confusion in spectating the event. AMA officials thought there was to be no practice and the first round was run off. The promoters had a conflicting idea, so the first round was re-run.

There were also several "byes" or runs without competition and Hateley only faced one opponent before the final two rounds. After some more confusion, the field was narrowed to



Alan Christian (18) found that his Maico didn't slide sideways as deftly as his Jawa speedway bike. (Right) Sue Fish put in a respectable showing. (Below) Jeff Ward scored fourth overall.



Staten and speedway rider Alan Christian (Mai). Staten won easily after Christian hit a berm that marked the boundry of his lane. Hateley was third ahead of Eierstedt, Lackey, Jones, Roeseler, Balentine, Hannah and Ward. Weinert was 12th.

Yamaha motocross

Going into the motocross, it appeared that Gennai had the points lead; several others were within striking distance.

Hannah pulled the holeshot off Saddleback's rear starting gate, but was in third behind Gillman and Winert at the conclusion of the first lap. Staten, Eierstedt, Gibson and Lackey were in pursuit of the leaders.

Two laps into the 30-minute moto, Hannah was dropped to fourth by Staten. The Hurricane regained the position two laps later.

The leading trio of Gillman, Weinert and Hannah quickly left the pack and set up their own exciting battle for the lead. Eierstedt dropped out on lap nine when the petcock pulled away from the gas tank. Staten was still fourth and he was leading Gibson, Lackey, Ward, Mosier, Semics, Stackable, Hateley, Glover and Gennai.

On the 12th lap, Hannah nosed by

Weinert on a fall-away right hander past the finish line. Still the group stayed tight as Hannah tried a variety of lines to get past Gillman.

Four laps later, Hannah passed Gillman on a fast stretch to take the lead. Weinert followed suit by stuffing it under Gillman in a tight right turn. Stackable was out with a broken connecting rod.

Staten and Gibson still held fourth and fifth, but Mosier had worked his way around Lackey and Ward. Semics also set Ward back a position. Hateley, Glover (who'd stalled once and fallen once) and Roeseler trailed the "Flying Freckle."

Weinert said after the race that he was looking for a white flag. There wasn't one. Seconds after the Hurricane took the checkered flag, Gillman put a surprise move on Weinert in the final turn to take second place a few feet in front of the Jammer.

Behind the top three were Staten, Gibson, Mosier, Lackey, Semics, Ward and Hateley.

Hannah and Weinert ended up in a 152-point tie that was broken by Hannah's two wins. For his victory, Hannah recived \$10,000, which he will give to the Muscular Dystrophy



Foundation, and a brand new Subaru Brat truck, which he said he will give to his sister.

Weinert, though surely disappointed, felt his strong showing will give him a boost heading into the Trans-AMA Series as well as signaling a comeback after two mediocre years.

"I know Hannah's not going to sleep for a while," said the Jammer during the trophy presentation held in near darkness. Weinert received \$4,500.

Hateley was only three points off the pace and his third in the points was good for \$2,000. Staten, with 142, was fourth ahead of Gennai, Ward, Hocking, Eierstedt, Lackey and Mosier. Lawson, who had very little success in the final three events, finished 16th — one position out of the money.

Results

OVERALL: 1. Hannah (152); 2. Weinert (152); 3. Hateley (149); 4. Staten (142); 5. Gennai (136); 6. Ward (131); 7. Hocking (125); 8. Eierstedt (122); 9. Lackey (122); 10. Mosier (121); 11. Gibson (118); 12. Jones (118); 13. Brooks (108); 14. Christian (104); 15. Roeseler (103); 16. Lawson (100); 17. Glover (97); 18. Semics (91); 19. Baker (87); 20. Aldana (85); 21. Gillman (82); 22. Balentine (77); 23. Penton (73); 24. Wallingsford (67); 25. Preston (66); 26. Fero (65); 27. Stackable (59); 28. Ogilvie (57); 29. Fish (57); 30. Woods (55); 31. Jennings (42); 32. Bakken (41); 33. Beck (30); 34. Gleason (30); 35. Howerton (24).

SHORT TRACK: 1. Eddie Lawson (Yam); 2. Dave Aldana (Yam); 3. Rick Hocking (Mai); 4. John Gennai (Mai); 5. John Hateley (Mai); 6. Jim Weinert (Kaw); 7. Al Baker (Hus); 8. Jeff Ward (Yam); 9. Gary Jones (Amx);

10. Rex Staten (Yam); 11. Bob Hannah (Yam); 12. Jim Gibson (Yam); 13. Rich Eierstedt (C-A); 14. Tom Brooks (Yam); 15. Bruce Ogilvie (H-D); 16. Kent Howerton (Suz); 17. John Fero (Yam); 18. Broc Glover (Yam); 19. Ron Preston (Suz); 20. Jack Penton (KTM); 21. Gene Woods (Suz); 22. Jeff Jennings (Mai); 23. Gaylon Mosier (Kaw); 24. Larry Roeseler (Hus); 25. Brent Wallingsford (Hus); 26. Sue Fish (Yam); 27. Alan Christian (Mai); 28. Bob Balentine (KTM); 29. Trudy Beck (Yam); 30. A.C. Bakken (Hus); 31. Steve Stackable (Kaw); 32. PeeWee Gleason (Yam); 33. Brad Lackey (Hon); 34. Scott Gillman (Yam); 35. Gary Semics (C-A).

TT: 1. Lawson; 2. Hateley; 3. Gennai; 4. Lackey; 5. Weinert; 6. Hocking; 7. Jones; 8. Gibson; 9. Aldana; 10. Mosier; 11. Gillman; 12. Jennings; 13. Eierstedt; 14. Semics; 15. Brooks; 16. Hannah; 17. Roeseler; 18. Christian; 19. Gleason; 20. Ward; 21. Glover; 22. Stackable; 23. Staten; 24. Penton; 25. Fish; 26. Ogilvie; 27. Wallingsford; 28. Preston; 29. Woods; 30. Beck; 31. Balentine; 32. Howerton; 33. Baker; 34. Bakken; 35. Fero.

CROSS COUNTRY: 1. Hannah; 2. Mosier; 3. Eierstedt; 4. Ward; 5. Glover; 6. Weinert; 7. Staten; 8. Gennai; 9. Semics; 10. Stackable; 11. Jones; 12. Lackey; 13. Gibson; 14. Fero; 15. Baker; 16. Balentine; 17. Roeseler; 18. Wallingsford; 19. Hateley; 20. Brooks; 21. Hocking; 22. Christian; 23. Penton; 24. Preston; 25. Aldana; 26. Bakken; 27. Beck; 28. Gillman; 29. Lawson; 30. Woods; 31. Ogilvie.

DRAG RACE: 1. Staten; 2. Christian; 3. Hateley; 4. Eierstedt; 5. Lackey; 6. Jones; 7. Roeseler; 8. Balentine; 9. Hannah; 10. Ward; 11. Gillman; 12. Weinert; 13. Woods; 14. Hocking; 15. Preston; 16. Gennai; 17. Baker; 18. Fish; 19. Gibson; 20. Brooks; 21. Glover; 22. Mosier; 23. Semics; 24. Penton; 25. Fero; 26. Bakken; 27. Gleason; 28. Wallingsford; 29. Ogilvie; 30. Stackable; 31. Beck; 32. Aldana; 33. Lawson; 34. Jennings; 35. Howerton.

MOTOCROSS: 1. Hannah; 2. Gillman; 3. Weinert; 4. Staten; 5. Gibson; 6. Mosier; 7. Lackey; 8. Semics; 9. Ward; 10. Hateley; 11. Glover; 12. Roeseler; 13. Brooks; 14. Hocking; 15. Wallingsford; 16. Penton; 17. Fish; 18. Gennai; 19. Christian; 20. Balentine; 21. Baker; 22. Ogilvie; 23. Bakken; 24. Fero; 25. Beck; 26. Lawson; 27. Stackable; 28. Preston; 29. Jones; 30. Eierstedt; 31. Aldana; 32. Woods.

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September 27, 1978 CYCLE NEWS

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Rappin' with the Champ

Kenny Roberts

By Chris Carter

"I think that Barry Sheene got off on the wrong foot this year. The first problem with Barry was that he said that I was no good, no threat. Well that's wrong, because if, after all the times Barry has raced against me, he doesn't know I'm a threat, he's blind!"

Kenny Roberts relaxed in his motor-home at the Nurburgring and looked back at his first full season of Grand Prix racing that had earned him the 500cc title.

"You can't say that people are no good. I think that Barry is a very good racer. If I said he was no good and he beat me, what would that make me? It was just like when he said that Pat Hennen was no good, and then Pat beat him. Barry had to do something. What was he going to do?"

"Instead of backing out of it gracefully he went overboard a little bit. But that's the way Barry wants to do things. It may be the right way, I don't know. What I do know is that it isn't the way I'd do things."

"I feel all the riders are good, provided their bikes are good and the track is right, and they feel right. But you don't say people are no good, because then you don't have to beat anyone. If everyone is no good, who do you have to beat?"

"In the States they just don't believe some of the stuff they've been reading lately. What set things off was the 500cc race at Silverstone, but it has been happening for quite a while and building up."

"I know you can't please everyone with the things you say, but I believe that there is more sportsmanship in America and with most of the privateers in Europe at the moment than with the headman."

"Barry's feelings on racing are probably a lot different to mine. If you get beat, you get beat. You just have to try harder next time. It's not such a big



deal. I didn't think it was going to be such a game of excuses on racing. I didn't think it was going to be that way. I had to come over here for a year and see for myself. But everyone gets beat. I don't care who they are."

With almost a full season of European racing behind him now, has Kenny changed in any way?

"I don't think so. The only thing is that some aspects of the racing make me so angry that I have to back off into third gear, otherwise I'd just blow up."

"I don't see any one FIM official that I can go to each week and say why is this done like this? If someone could give me an answer I'd be better off. I'm sure there are answers to the questions that bug me, it's just that there is no one to give them."

"There are just too many classes and too many people running the GP's. There should just be three or four guys running every round of the World

Championship.

"Just because the Germans, for example, like the 50cc class, that's no reason to keep including it in the GP's. Motorcycle racing has to go forward, and it's better for everyone if we have just three or four races at a World Championship round instead of the six we have sometimes now."

"The spectators would be happy to see four good races and the press would be able to give more detailed reports. Just as important, the same amount of cash that the organisers pay out to the riders in six classes could be split among fewer competitors."

"They say, 'What about the guys who ride the fifties?' I don't care about the guys who race the fifties. If they can't ride a 125, well, I'm sorry! But I believe they can, and I believe that the guys who race 125's can ride 250's. I can ride anything, it doesn't matter. And if other guys applied themselves they could, too."

"There are 400 riders now at a

Grand Prix and they get next to nothing to race, because they all get the FIM minimum. The organisers are paying out a lot of money in total, but nobody is benefitting from it. I don't think that start money is the complete answer. I think that I should get \$1,000 or \$2,000 to start in a race, but that the first prize should be \$5,000. That way the guy that gets just \$500 to show up at a race has a chance to make money if he wins, too."

"Start money is essential to help all riders pay their way, but after that it should be big money for the first three home. There are some races, like Finland, where the basic start money should be higher because it's such a long way. If start money gets too big for the stars it means that the competition gets worse because the little guys don't get enough to go."

"There are other races like the Venezuelan Grand Prix that I think should be either scrubbed from the calendar or drastically altered so that it is fairer for the competitors. It is such a long way away that the organisers should hire a plane in Europe for everyone who wants to race, and it should fly them, their mechanics, and family, plus the bikes and spares to Venezuela free of charge. The other end they should have some big trucks to carry the bikes to the circuit."

"If they can't do that then they shouldn't run a GP. It cost me \$6,000 out of my pocket to race in Venezuela. That's crazy!"

"The season started reasonably easy while we were on race tracks, but things were more difficult when we came to the longer circuits and the street circuits."

"After Assen the whole year changed, and not just the race circuits. At the Dutch TT the Suzukis were faster than they had been before. At Assen I could ride hard on three or four corners and make up a bit of ground on Barry and then he would be able to pull it all back on the straight. That made him harder to beat."

"Since then Suzuki has been giving a bike away at every GP and that makes it more difficult. On top of that, Suzuki has been giving their team men orders. Yamaha hasn't, and that has made life more difficult!

"For the final race at Nurburgring it would have been nice if Yamaha had issued some instructions to either Johnny Cecotto or Takazumi Katayama in case they had been behind Barry and ahead of me and so jeopardized my chances, but they didn't. In fact Yamaha in Japan has always wanted Johnny Cecotto to win the series.

"In Venezuela at the start of the season I had the same 500 that I have now, except that it didn't have the separate cylinders. I didn't know Cecotto had a special bike until the second day of practice, and then I think it was Barry who told me. The Japanese were being rather secretive about it. That made me a little upset. We had pulled the money together to come over to Europe. I didn't want anything better than anyone else, but I wanted at least the same.

"My bike seized on the first lap because of some problems we had been having in practice. But I feel if the bike had hung together I would have been running with Barry in the race. The heat was the biggest problem, not the opposition. But I think I could have coped with that.

"After that we were given the good stuff by the factory and went to Spain. We had some problems with throttles sticking open and Pat Hennen beat me. At that time I felt that Pat was going to be the big threat, anyway. His form in England at Easter was good and I wasn't too worried about Barry. The races at Austria and France confirmed that.

"Pat was faster this year than Barry and was ready to beat him. I'm not saying he would have been World Champion, but if it hadn't been for his crash in the TT he would have been higher up in the championship points than Barry. It's hard to say, perhaps he could have been champion. Certainly, at the time he was hurt, he was riding better than Barry.

"In France things worked out well. I like the track, the tires were good and they lasted the distance. It might have looked easy, but it's never easy. On a good race track I think I can be competitive with anyone.

"I liked Mugello in Italy. Everything was working good there. When the bike is right and the tires working good it makes it a lot easier on me. All I had to do was ride it and Pat Hennen was again the only threat.

"Pat's and my bike were about dead even, but he had a little bit extra on acceleration. But after Assen the Suzukis were a bit quicker.

"At the Dutch TT my bike was running a bit rich, because of the lack of time in practice, so Cecotto's bike was going a bit better. But when a slower guy put me on the grass on the last lap I lost the only chance I had of passing him.

"I knew where I had to pass him. There's a hard braking, right hand corner after the esses. I was going to draft him going in, pull out and out-brake him, and there was no place left for him to repass me. Three corners before that, though, the slower guy put me on the grass.

"I didn't like the Belgian GP at all. One problem was that I only had about seven laps practice altogether, and of them, only five were in the dry. I didn't hate it - I just thought the track was stupid. It didn't make sense to have to go that fast with the guard rails all the way round the circuit. It wouldn't have mattered where I finished. Even if I had won I would

(Continued to page 27)

Vetter Superbike Team

The People:

Reg Pridmore

AMA #163, 1976-77 Superbike Champ

Craig Vetter
Enthusiast and Sponsor

Pierre des Roches
Builder and Tuner

Congratulations!
Reg & Pierre
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Champ Again!



The Bike:

1978 Kawasaki KZ1000 A-2

Unnecessary brackets removed, frame braced
Laid-down S&W rear shocks
Morris Cast Magnesium Wheels
Rear - WM7-18
Front - WM4-19
Goodyear and/or Dunlop Tires
Harry Hunt Discs. Aluminum, drilled, plasma coated
Weight: 430 lbs. (The AMA minimum)

Engine Work:

Kawasaki Z1 1015 cc
Bassani Superbike Exhaust System

Yoshimura R&D, racing pistons, cam & chain and close ratio gear box
Axtel modified head with oversized intake valves
Stock carbs, bored and streamlined (flow 85% more than stock)
Ignition - Accel coils
Champion Plugs
Lockhart Oil Cooler
Engine Output: 130 plus HP at 10,000 RPM (Reasonably flat power output with 90 HP at 6,000 RPM)



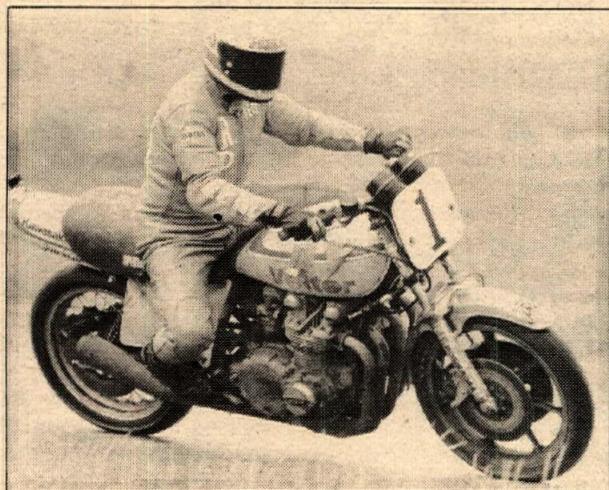
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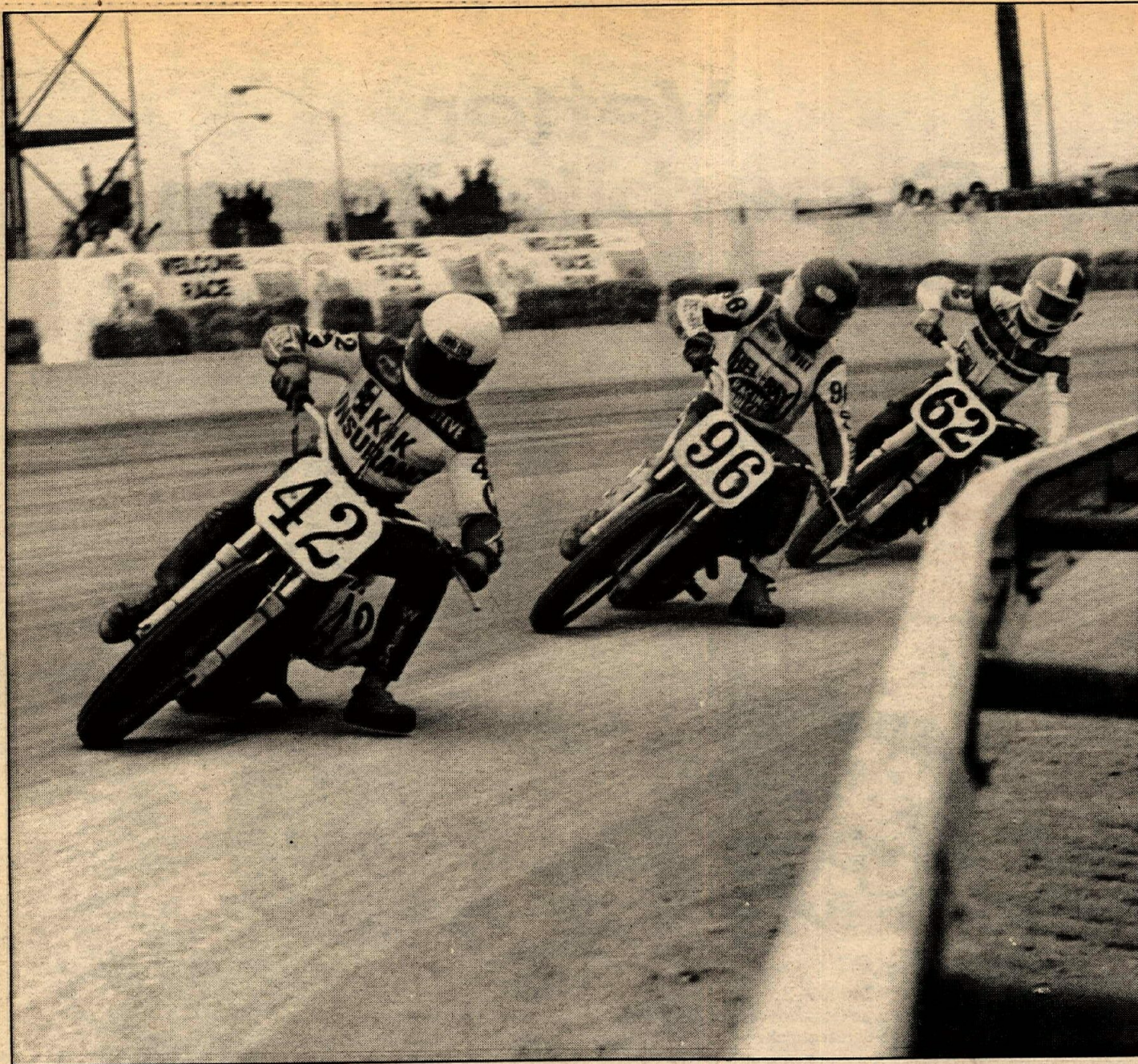
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Winner Steve Morehead is chased by runner-up Bill Schaeffer (96) and fourth-place Corky Keener.

AMA Grand National Championship/Camel Pro Series — Round 26

Morehead mows The Meadows; Springsteen increases points lead

By Gary Van Voorhis

MEADOWLANDS, PA, SEPT. 17

Steve Morehead scored the first National win of his career with a wire-to-wire ride in the inaugural Camel Pro Series half mile at The Meadows, a harness racing facility 20 miles

south of Pittsburgh. Billy Schaeffer never strayed from second place for 20 laps in his runnerup role, but it took a conference of AMA officials to determine that he had not been nipped by Hank Scott at the finish line. Morehead was reeled in by Schaeffer and Scott in the closing laps and held only a three bikelength margin of victory when the checkered flag fluttered.

"I never looked back once. I knew they were there, but I wasn't worried," said Morehead who was riding his Doug Sehl prepared Harley-Davidson sponsored by KK Insurance/KK

Motorcycle Supply. "It was one of those races where by riding a little slower and smoother you were going faster than those guys who tried to gas it and risked slipping off the groove. You know, champagne never tested so good before."

"I was hoping I would win," said Team Bel-Ray/Schaeffer's H-D-sponsored Billy Schaeffer after the race. "But I'm proud of second place. I've been going too fast lately not to have my luck change. In all, it was a good weekend. I wrapped up the Eastern Regional Championship Expert title yesterday and adding that to

today's second place finish makes me feel pretty good."

Hank Scott was smiling. "Hey, now I've got breathing room in my battle with (Ted) Boody for third (187-176) in the standings. I'm a little disappointed that I didn't get second, but I didn't get the drive I needed off turn four on the last lap. Still, it was pretty darn close," said Scott. The Carl Patrick Racing-sponsored rider then mumbled something about things were going to be a lot different at San Jose.

The battle for the lead in the Camel Pro Series point standings took place in mid-pack this week with Jay Springsteen making a determined charge from a last place start to a sixth place finish. Steve Eklund, perhaps being a bit too cautious, spent the race hovering around eighth place where he eventually finished. Springer added two points to his championship total to hold a five point edge, 270-265, on Eklund as the pair head to San Jose, the next to last event of the season.

Once again the weatherman played a role in the day's activities. Grey skies and the threat of rain hung over the event, cutting the crowd at the first National in Pennsylvania since 1971.

The Meadows, a harness racing track with a surface similar to the limestone of Louisville, was a groove from the start. All that remained was to see how wide it would be. Although a mechanical track sweeper was employed to widen the groove, it never got to be much more than one bike wide.

Time Trials

A slim field of 45 riders vied for the honor of setting a track record in time trials. The honor fell to Sure-Fire Distributing/Carlisle Tire-sponsored Lance Jones who turned the only 28 second lap, a 28.792 tour. Terry Poovey, Morehead, Corky Keener and Kenny McDonald rounded out the top five.

Due to the slim field, all riders qualified for the heats. That was Hank Scott's lucky break. Clutch problems at the end of practice necessitated a tear-down that was not completed by the end of time trials. Scott was listed as 45th qualifier with no time.

Rick Campbell and Roger Crump qualified Bill Kennedy American's in 26 and 27th positions. Both went to the semis with Campbell making the Trophy Race. He finished 10th. "The power is there," said Campbell. "But we have to get it to hook up."

Heats

Nikon Rookie of the Year candidate Lance Jones wasted little time in the first heat letting everyone know that he was ready. Jones led the entire 10 laps while positions shuffled behind him. Steve Eklund and Hank Scott were quickly on the move dispatching Steve Freeman and Kenny McDonald from transfer positions. Scott bumped Eklund to third with a last lap pass in turn three while Jones romped home.

The second heat went into restart status when Terry Poovey on the Team Bel-Ray/Tex Peel XR tagged leader Dave Sehl's Poole's H-D-sponsored Harley sending Sehl into the haybales in turn one. Poovey was later fined \$50 for rough riding tactics.

Poovey took it easier on the restart and waited three laps to drop Sehl to second as Mike Kidd came up to push Sehl down another spot. Kidd closed on Poovey's rear tire in the final laps, but slipped off the groove in turn one and lost the challenge.

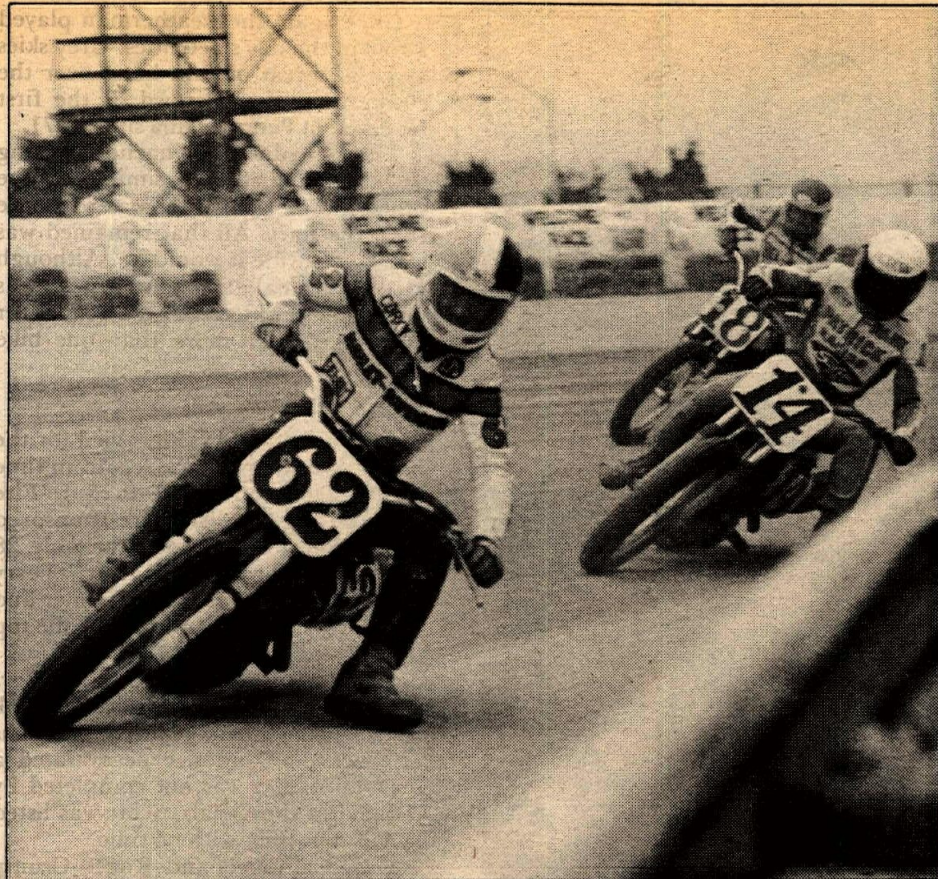
Heat three found Boody and Morehead going at it wheel-to-wheel for the lead as Scott Drake held his Warren H-D-sponsored XR in front of Jay Springsteen in a duel for third place.

The battles went down to the final two laps with Morehead getting a drive off turn four on the next to last lap to take the lead and hold it. Boody was a bikelength behind at the flag. In a carbon copy situation, Drake frustrated Springer and took third by less than a bikelength sending Springer into the semis.

Joe Wilson got such a good start in heat four that they had to red flag it and start again. This time it was Corky Keener letting the field eat his dust. Danny Cartwright put his Viper Racing Frames-sponsored XR into second quickly, but was immediately hounded by Schaeffer. By the fifth lap, Schaeffer had moved by and the final three riders to go to the National from the heats were set.

Semis

Gary Scott clutched his ticket to the National for nine laps and two turns before Jackie Mitchell aboard his Team Bel-Ray/Bayne's H-D XR snatched it away with a late braking pass into turn three for a two



Corky Keener lost third place to Hank Scott (14) on lap 16.

bikelength margin at the checkers in the first semi.

Springsteen's 10-lap dash in the second semi to take the final spot in the National was intently watched from the pits by Eklund. Springer grabbed the lead immediately and was repeatedly challenged by Chuck Palmgren.

Trophy Race

The Trophy Race, run last due to a threat of bad weather, provided another cliffhanger finish for Gary Scott, but this time the win was his.

Garth Brow moved to second on lap five and then began to reel in Scott. Brow waited until the final turn of the final lap to make his move. He slipped under Scott and the two charged to the flag. It was Scott's KK Motorcycle Supply XR by a whisker in front of the Klotz/Wiseco Harley of Brow's. "It was a heck of a show for the fans," said Scott afterwards. "It should have been in the National."

National

The main topic of conversation in the pits was tire choice. With the announcement that the National would run before the Trophy Race, the choice boiled down to a flip of the coin for many. The dilemma was simple: A soft compound tire gives immediate traction and thus an early lap edge, but might not last 20 laps; a hard compound wouldn't stick until it heated up, but would be good for a late lap charge — if you could make one on the narrow groove. Most riders, including the top three finishers, went with a softie.

Mike Kidd's ignition failed on the line and he was a non-starter.

A superb start by Keener went for nothing as Lance Jones slid into the bales in turn three, bringing out the red flag. Jones was up and back on the line quickly. After straightening the front end and handlebars, he was ready to go. During that time Drake went to the pits and added a few pounds air pressure to his rear tire. "Those few pounds of air made all the difference," said Drake later. "I was slipping and sliding badly on that front lap."

It was Morehead who led the restart and his rear tire was all that anyone would see for the remaining 20 laps. Schaeffer tucked in behind with Keener, Drake, Scott, Sehl and Eklund in tow.

This time as the pack reached turn three Boody slid out and into the bales. However, there was no red flag and Boody was quick to get back into action.

Springer, starting from the second row, was last away on the restart. He picked up four spots on the opening lap and just as quickly lost them when he slipped off the groove. Take it easy for the next few laps became the strategy as he waited for his hard compound rear tire to warm up.

By lap five Morehead had pulled out about eight bikelengths' insurance as Schaeffer, Keener, Scott, Drake, Poovey, Eklund, Sehl and Cartwright all waited for someone to make a mistake in their follow the leader game. Passing in the corners was practically non-existent.

By lap 10 the front four were still the same while Poovey had moved past Drake. Jones, feeling the effects of the crash, had already pulled into the pits. Springer was closing on Eklund although it would take another five laps before he could pass.

Scott slowly ate away the distance between himself and Keener and on lap 16 took third with a pass going into turn three.

The winner's circle was set. On the same lap Springer made his move past Eklund and began to set his sights on Drake. Cartwright, Sehl, Mitchell and Boody were all having their troubles hooking up and swapped the last few spots among themselves.

Scott's pressure on Schaeffer had carried the pair closer and closer to Morehead. The final lap was a mad dash. Scott almost picked off Schaeffer in turn three and again in turn four. The margin was no more than two feet at the flag with the nod to Schaeffer. Morehead was less than 15 feet ahead of their dash.

Results

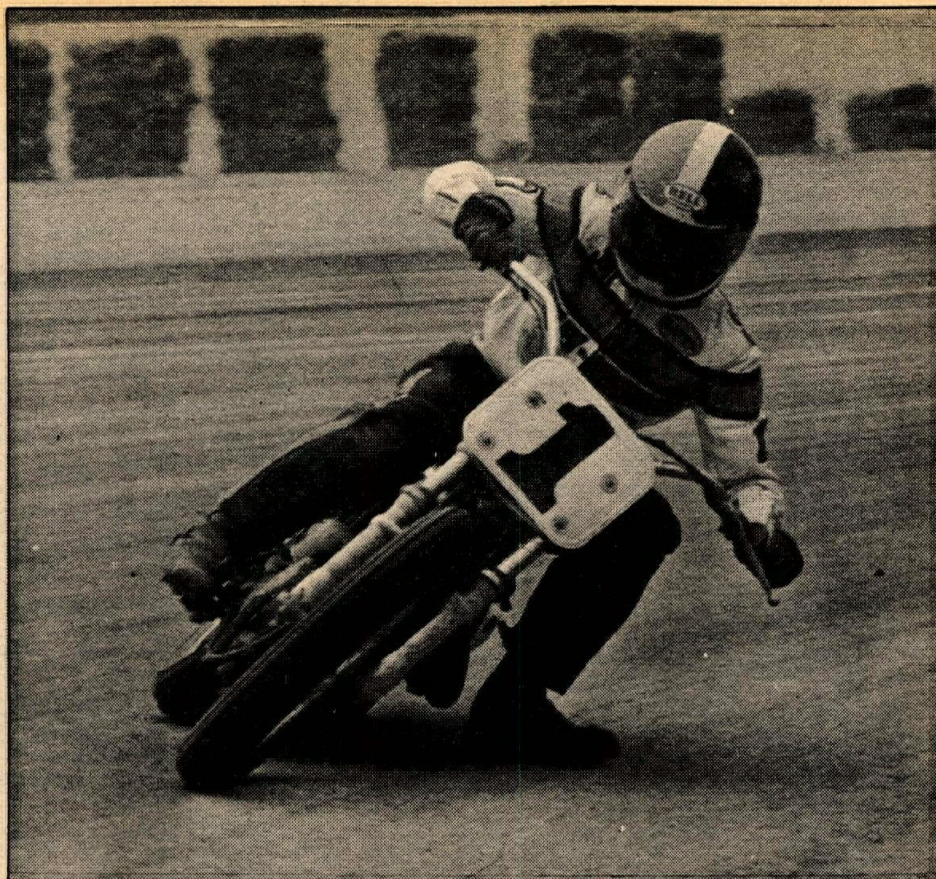
NATIONAL: 1. Steve Morehead (H-D); 2. Billy Schaeffer (H-D); 3. Hank Scott (H-D); 4. Corky Keener (H-D); 5. Terry Poovey (H-D); 6. Jay Springsteen (H-D); 7. Scott Drake (H-D); 8. Steve Eklund (H-D); 9. Danny Cartwright (H-D); 10. Jackie Mitchell (H-D); 11. Dave Sehl (H-D); 12. Ted Boody (H-D); 13. Lance Jones (H-D); 14. Mike Kidd (H-D).

Time: 9 min., 27.093 sec.

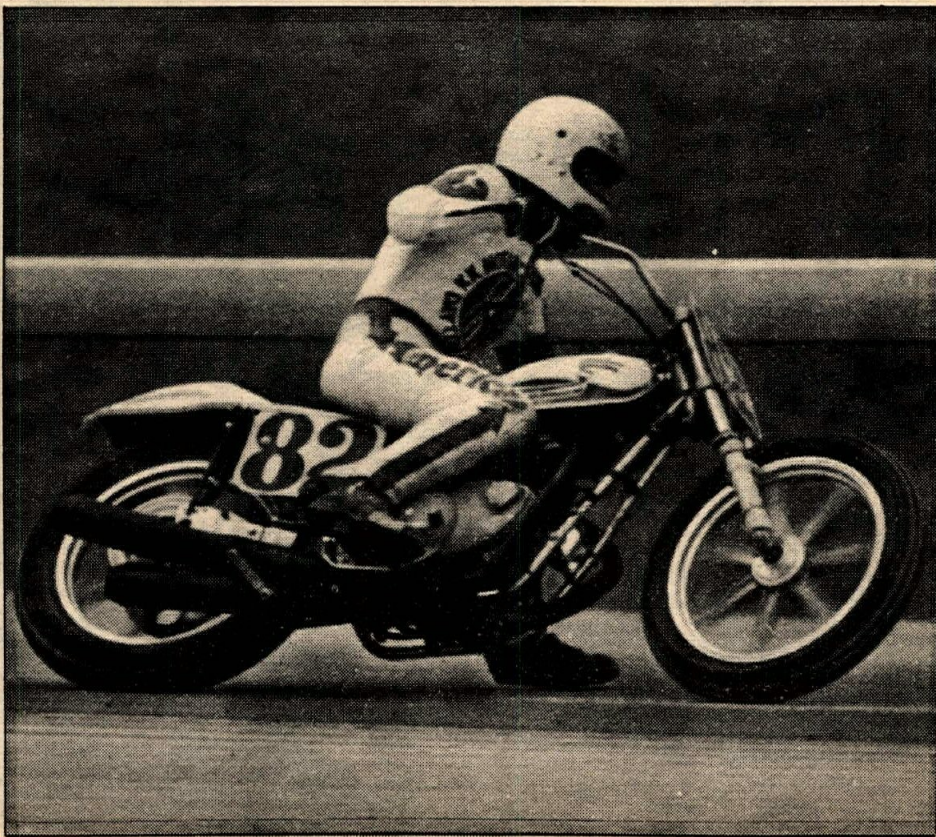
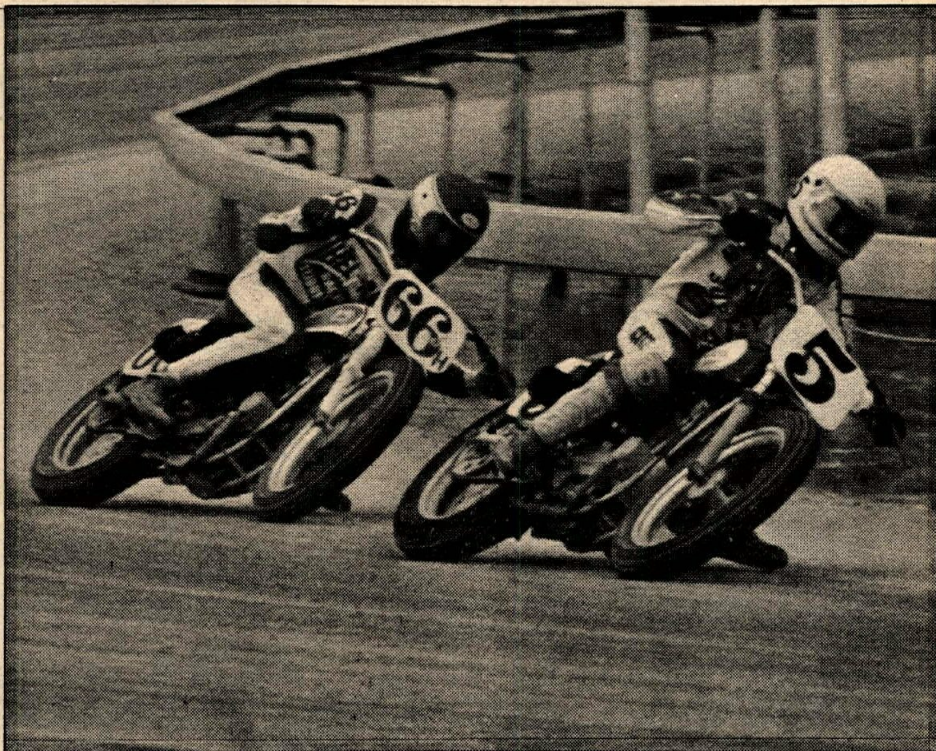
Average Speed: 79.352 mph.

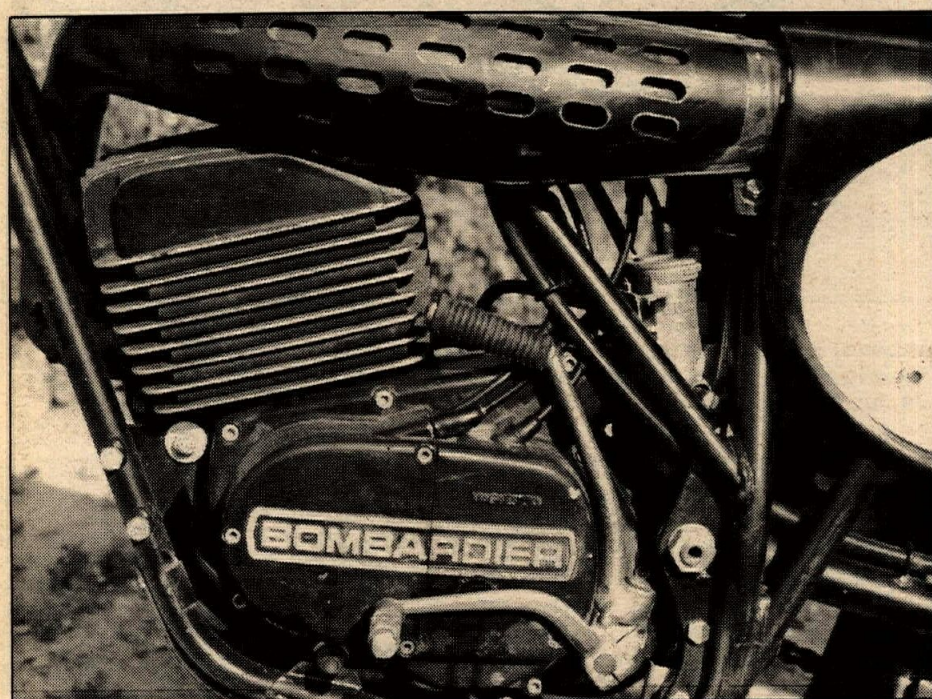
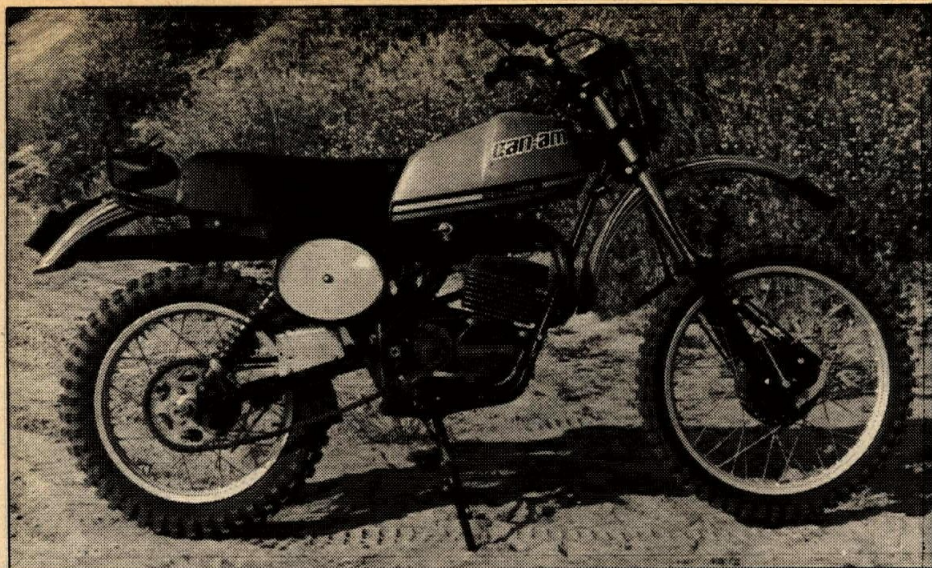
TROPHY RACE: 1. Gary Scott (H-D); 2. Garth Brow (H-D); 3. Keith Ulicki (H-D); 4. Scott Pearson (H-D); 5. Phil McDonald (H-D); 6. Chuck Palmgren (H-D); 7. Steve Freeman (H-D); 8. Bubba Rush (H-D); 9. Joe Wilson (H-D); 10. Rick Campbell (Amr).

CAMEL PRO SERIES POINT STANDINGS: 1. Jay Springsteen (270); 2. Steve Eklund (265); 3. Hank Scott (187); 4. Ted Boody (176); 5. Garth Brow (138); 6. Gary Scott (128); 7. Steve Morehead (127); 8. Corky Keener (111); 9. Mike Kidd (97); 10. Skip Aksland (95).

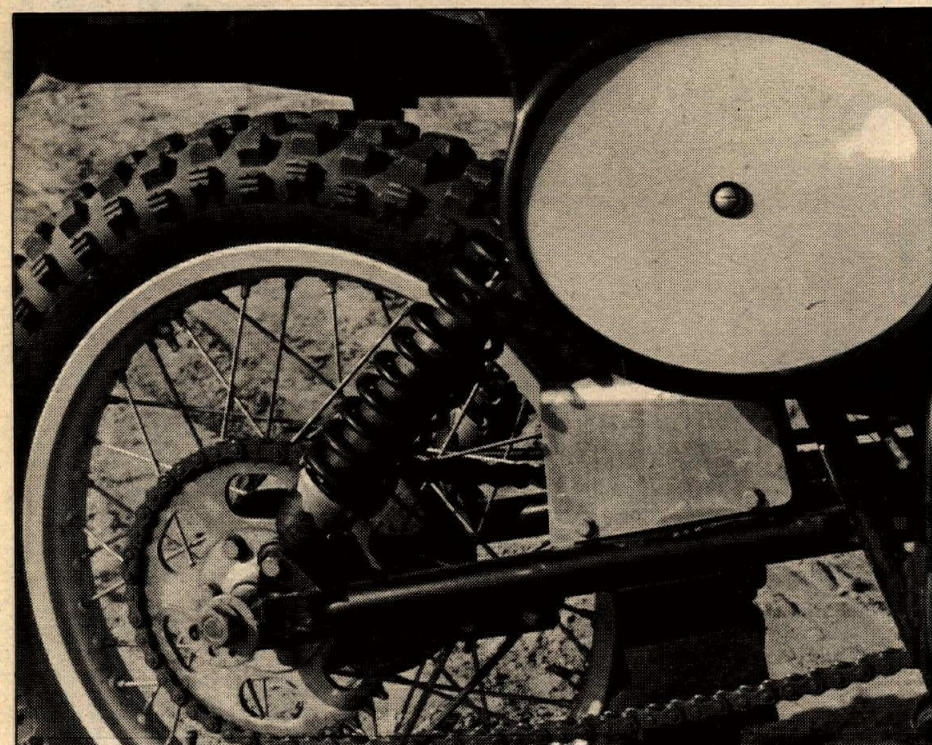


(Above) Jay Springsteen picked up two points over Steve Eklund at Meadowlands. (Below) Gary Scott (5) lost a National berth on the last lap to Jackie Mitchell. (Bottom) Ricky Campbell on Bill Kennedy's American.





(Top) The Qualifier at rest. It's an attractive bike. (Above) Rotary valve engine was very impressive. (Below) The rear suspension didn't rate very high marks. Cheng Shin tires had poor grip on the SoCal soils.



Specifications

Engine type.....	Single cylinder, two-stroke
Bore & stroke.....	62mm X 57.5mm
Displacement.....	173.6cc
Compression ratio.....	15:1
Horsepower.....	24 at 9,000 rpm (claimed)
Induction.....	Rotary valve
Carburetor.....	32mm V-84 Bing
Gearbox.....	6 speed, constant mesh
Ignition.....	Bosch CDI
Weight.....	228 lbs. (claimed)
Wheelbase.....	55½"
Seat height.....	34½"
Ground clearance.....	10½"
Gas tank capacity.....	3.0 gal.



With the Marzocchi forks, front wheel landings were a breeze.

Can-Am 175 Qualifier: A red dent in the blue/ yellow horde?

By Dale Brown

Photos by Dale Brown and Jerry G. Welton

Can-Am's 175 Qualifier, possibly the most powerful bike in the 175cc enduro bike class, has suffered in the past with suspension that wasn't equal to other motorcycles, such as the

Yamaha IT175, and the class newcomer, the Suzuki PE175.

Now to bridge the gap, and sell more Qualifiers, Can-Am will sell Qualifier buyers a pair of nine-inch travel leading-axle Marzocchi forks complete with triple clamps for \$200. With a little luck, you can unload the original-equipment Betors to a friend who wants to improve the front end of his Japanese foo-foo bike.

We received the bike from Can-Am's SoCal rep, Tony Murphy, with about 400 miles on the odometer. The quick visual rundown routine revealed that the Qualifier had all the proper enduro bits: speedo, tool bag, skid plate, small front light, and a small rear brakelight. The red plastic tank holds three gallons, enough for longish

enduro, reliability trial and cross-country events.

Out at the riding area, the first impressions are good. The engine is a 173.6cc rotary valve two-stroke with a bore and stroke of 62x57 mm. A V-84 32mm Bing carburetor feeds it the straight gas while an oil injection system takes care of the lubrication. The oil is stored in the frame, with the refill neck near the steering head. Oil capacity (2.3 quarts) is sufficient for a full weekend of riding. Some may not care for oil injection, but we like the idea of being able to get gas just about anywhere.

Flip down the carburetor-mounted choke lever and give the left-side kickstarter a little boot and the Can-Am fires right up. Getting underway was another matter on our bike; the clutch wouldn't disengage when it was

cold. Solving the problem requires a little minor surgery inside the case cover, but we were lazy and wanted to go riding. Even after we started the Qualifier, pushed it and popped it into gear, the clutch wouldn't let go until after 3-4 minutes of operation. Reliability trial riders, should they encounter this problem, had better fix it. They have to get the bike started and underway under its own power in 60 seconds or get penalized.

Two things really shine about the Can-Am in actual use. The first is the engine. Possibly the best and most potent motor in the 175cc enduro class, it's got guts. There's even a little torque available below the powerband—enough so that you can gas it without killing it. The V-84 Bing carburetor did its job very clearly even when we did slip off the powerband.

We did some slow-speed, twisting climbs up rock-studded grades and there was never any coughing or blubbering from the engine even as we came close to a dead stop. Required clutch use was minimal. Of course some of the truly challenging grades found in enduro competition will require a faster run and subsequent bouncing off rocks, clutch slipping or both. If it's a truly challenging grade, with some deep sand or a bottleneck, pushing may also be required. Yes the Can-Am's got a great motor, but it's only 175cc.

Since it's a small motor, and an energetic one, it's pipey. But the pipe, or powerband, is very wide and you can rev it till it turns red and still be producing ponies. The rangy powerband makes the Qualifier a very easy motorcycle to ride.

Gear ratios are well spaced and generally well-suited for most applications. Some riders who do a lot of riding in very tight terrain might wish for a lower first gear, but first was fine for the things we encountered. Shifting was crisp and easy.

The second thing that really shines is the performance of the Marzocchi front forks. Damping and springing were right on the money. We bottomed them only occasionally and even then, it wasn't the kind of horrendous *clunk* that send shoulder blades in the general direction of your ear lobes. The forks are definitely worth the extra two bills.

Wish we could say the back end works as well. The gas-bag Gabriel shocks weren't up to the job and a lot of abuse made it through to the seat. Accessory shocks will help. The real solution, we feel, is an MX-4 frame. Enduro riders shouldn't be stuck on last year's motocross frame. We hear that Can-Am's '79 Qualifier series will utilize the MX-4 frame, but that really doesn't help this year's Qualifier buyer.

The brakes, front and rear, don't compare favorably with the Japanese models in this class. They are vague in feedback and really not as strong as they should be. Possibly different material for the brake shoes would help.

Riding position was excellent, aided considerably by (this is a personal opinion) one of the best shaped set of handlebars encountered on a production motorcycle. They were really comfortable.

The bike gets our vote for the casual trailrider and non-serious enduro riders. The Can-Am 175 is quiet, starts first kick every time, doesn't seem to require a lot of maintenance, and is easy to ride. The price tag, \$1299 is reasonable, even adding the extra \$200 for Marzocchis.

The serious rider/competitor is going to have to weigh the fantastic engine and good front suspension against mediocre rear suspension and not-quite adequate brakes.

Americans Strike Gold and Silver in Sweden at the 53rd I.S.D.T.

American riders wearing **KRW** competition helmets garnered 5 gold and 1 silver medal in the International Six Days Trial



Frank Gallo—Gold

Top finishing American—5th in 500cc class



Kevin LaVoie—Gold



Ted Leimbach—Gold



Jeff Hill—Gold



Rod Bush—Gold

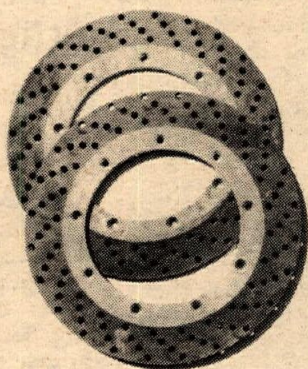


Jack Penton—Silver

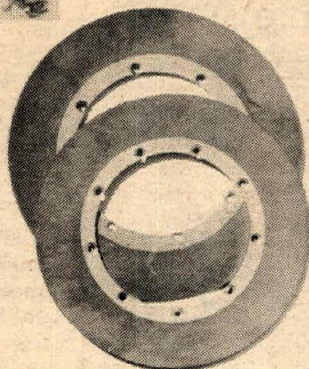
KRW helmets congratulates these champion riders who represented the USA in the prestigious Trophy Team competition.

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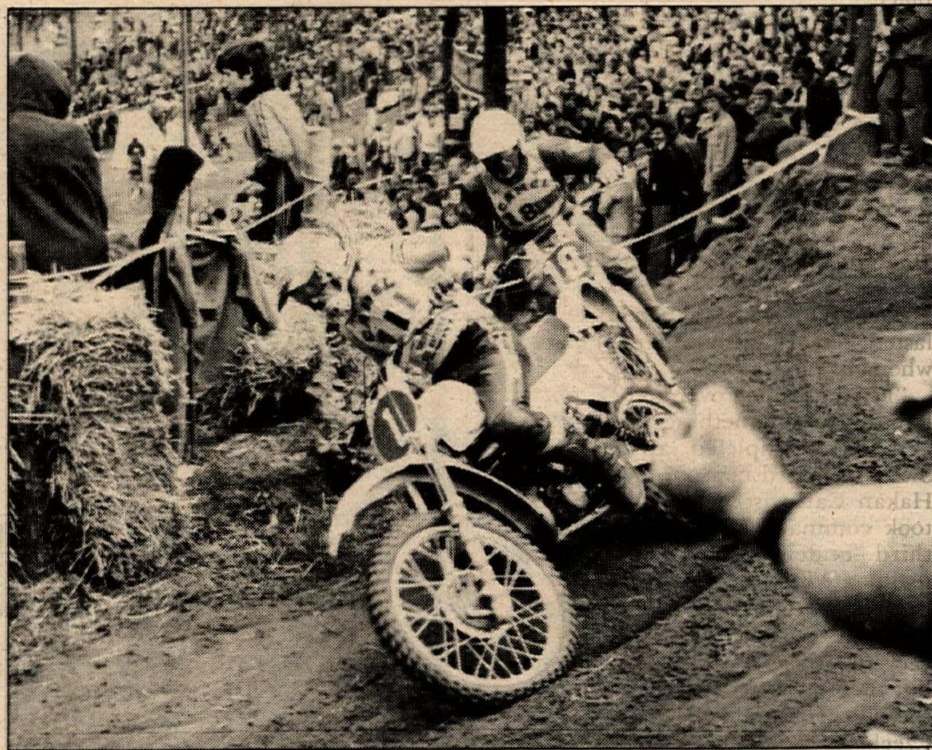
DEALER PRICES



(Above) Bultaco-mounted Harry Everts led Team Belgium to victory with a 1-6 day. (Below) Rex Staten replaced an injured Rick Burgett on Team USA; Bill West tuned the works Yamaha.



(Above) Bob Hannah led the start of round two but crashed on the first lap. (Below) Roger DeCoster turned in a 2-8 afternoon before 20,000 MX-loving Belgian spectators.



Trophee des Nations

Belgium claims 10th consecutive Trophee; U.S. fifth

By Charles Morey

KESTER, BELGIUM, SEPT. 10

Much to the delight of an estimated 20,000 Belgian spectators, Team Belgium's four-man Trophee des Nations motocross team scored an impressive 30-point victory margin over the second-best Swedish squad on the Kesterheide hillside circuit.

Bultaco rider Harry Everts led the charge, winning the opening 40-minute-plus-two-lap moto, then finishing sixth in round two for a seven-point total. Roger DeCoster maneuvered his works Suzuki to a 2-8, 10-point day, and Gaston Rahier, also riding a works Suzuki, totalled an 8-4, 12-point score. Their combined scores, the six best placings from among the eight moto finishes registered by the team, added up to 29 points. The Swedes finished a full 30

points down the line with 59.

The U.S. Team suffered an overall "down" day. Bob Hannah, while never slow, didn't feel that he was riding at peak capability — something that happens to all riders on certain Sundays. Chuck Sun had picked up a cold from the previous weekend in Germany and was trying to ride despite an all-over weak feeling. Tommy Croft, riding one of the European Team Hondas, was wishing for his familiar 500cc National machine — the European bike just didn't "fit."

Replacing Rick Burgett, who broke

his collarbone in Germany on the previous weekend, was Yamaha's newest sponsored rider, Rex Staten.

"I think that to do well in Europe," Rex said, "you have to move over here and get used to it. It's all different — the starts — everything."

Staten's qualifying time of 2:11.8, the fastest on the U.S. Team, indicated that he'd adapted quickly, but his moto finishes proved otherwise. There was some speculation among other team riders that the qualifying time may have been in error.

The Kesterheide circuit narrows quickly after the first turn. So, to avoid a 60-rider pile-up, the organizing club, Auto Moto Club "De Toekomst" Dworp, elected to use qualifying times to split the class.

The three fastest times from each team were totalled, and a team qualifying order was established. (The Swedes were fastest with a 6:34.3 total; the U.S. was second with a combined time of 6:37.7.) The top eight teams

— a 32-man starting line-up — qualified for the two-moto Trophee des Nations program. The remaining seven teams ran a single moto to establish places nine through 15 in the final Trophee des Nations results column. Sweden, America, England, Belgium, Czechoslovakia, Holland, Russia and Denmark made the main event, in that order of qualifying.

"Petit Gaston" Rahier put his natural power-to-weight ratio to good advantage, and led the start of round one. The Belgians went wild, for not only was Rahier leading, but Harry Everts was in third (behind Chuck Sun), Roger DeCoster was fourth, and Jaak Van Velthoven rounded out Team Belgium in 11th place. The fans waved, hooted and ran out onto the course as their riders flashed past only inches away. Bob Hannah, Neil Hudson, Rob Hooper, Graham Noyce, Vladimir Kavinov and Gerard Rond completed the top 10 at the end of the opening lap.

Victory-bound Everts soon found a way around Sun. ("I was tired on the first lap!" Sun said later, weak from his illness.) Once in second, Everts quickly closed on Rahier, then moved into the lead before the moto was 10 minutes along.

Tommy Croft, after starting slowly, dropped even further back when he and Bengt Aberg tangled.

"Aberg got his foot caught in my rear wheel — bent the shock!" Croft said later as mechanic Fred Bauch changed the suspension unit between motos. Aberg was forced out of the moto, and was unable to contest round two. Croft finished 28th.

Meanwhile, the top four spots — Everts, Hudson, DeCoster and Hannah — pulled away. Everts held on to win, but in the final few laps, DeCoster and Hannah reeled in Hudson. They followed Everts across the line 2-3, leaving Hudson a solid fourth. Rounding out the top 10 were Sweden's Hakan Carlqvist, Czechoslovakia's Jaroslav Falta, Swede Torlief Hansen, Gaston Rahier, Jaak Van Velthoven and England's Rob Hooper. Chuck Sun had faded to 13th place.

Belgium held a 14-point advantage, 11-25, over England after one moto. Sweden followed with 32, and the U.S. Team held fourth, seven points back, with 39. The Czechs were fifth with 43 points.

Rahier once again led the eight teams into turn one at the start of the second moto, but he drifted wide. Bob Hannah squared the turn and moved into the lead.

The Hurricane's turn up front lasted less than one lap, however, when he fell.

"I had it leaned over and caught my handlebar on something," he said.

As they completed lap two, Team Sweden slipped in a one-two punch as Hakan Carlqvist and Torlief Hansen took command. Rahier was running third under heavy pressure from teammate Everts.

Carlqvist and Hansen held their positions for the remainder of the race. Everts made his move to third, but then dropped to sixth by the time the checkered flag fell leaving third for Czechoslovakia's Jaroslav Falta.

The most outstanding ride of the day came from Roger DeCoster who started last but worked his way up to eighth place in the star-studded field.

Rahier lost third under an attack from Falta but maintained fourth place. Velky, Everts, Noyce, DeCoster, Hudson and Arne Lodal completed the top 10.

Team U.S. had seen hope early in the moto, but Hannah's problems continued ("I ended three times"); Sun started 14th, moved up slightly, then dropped to 15th; Croft started well, but couldn't make the European Team Honda work; and Staten started around 25th and moved up to 20th.

When the best six motos were tabulated for each team, the Belgians' clear-cut advantage became obvious. They were virtually unchallenged. ●

Results

MOTO ONE: 1. H. Everts (Bul); 2. R. DeCoster (Suz); 3. B. Hannah (Yam); 4. N. Hudson (Mai); 5. H. Carlqvist (Hus); 6. J. Falta (CZ); 7. T. Hansen (Kaw); 8. G. Rahier (Suz); 9. J. Van Velthoven (KTM); 10. R. Hooper (Mai); 11. G. Noyce (Hon); 12. K. Kavinov (KTM); 13. C. Sun (Hus); 14. G. Wolsink (Suz); 15. A. Lodal (Hus); 16. J. Churavy (CZ); 17. K. Van De Ven (Mai); 18. S. Mortensen (Kral); 19. V. Khoudiakov (KTM); 20. H. Andersson (Hus); 21. M. Novacek (CZ); 22. P. Herlings (Mai); 23. R. Staten (Yam); 24. A. Robertson (Mon); 25. L. Sorensen (KTM); 26. G. Moisseev (KTM); 27. F. Svendsen (Hus); 28. T. Croft (Hon); 29. G. Rond (Yam); 30. V. Korneev (KTM); 31. B. Aberg (Yam); 32. Z. Velky (CZ).

MOTO TWO: 1. Carlqvist; 2. Hansen; 3. Falta; 4. Rahier; 5. Velky; 6. Everts; 7. Noyce; 8. DeCoster; 9. Hudson; 10. Lodal; 11. Kavinov; 12. Moisseev; 13. Van De Ven; 14. Wolsink; 15. Sun; 16. Korneev; 17. Churavy; 18. Novacek; 19. Hannah; 20. Staten; 21. Robertson; 22. Herlings; 23. Croft; 24. Andersson; 25. Sorensen; 26. Svendsen; 27. Khoudiakov; 28. Mortensen; 29. Rond; 30. Van Velthoven.

TEAM SCORES: 1. Belgium (59); 2. Sweden (59); 3. England (62); 4. Czechoslovakia (65); 5. U.S.A. (93); 6. USSR (96); 7. Holland (102); 8. Denmark (119).

DirtTalk

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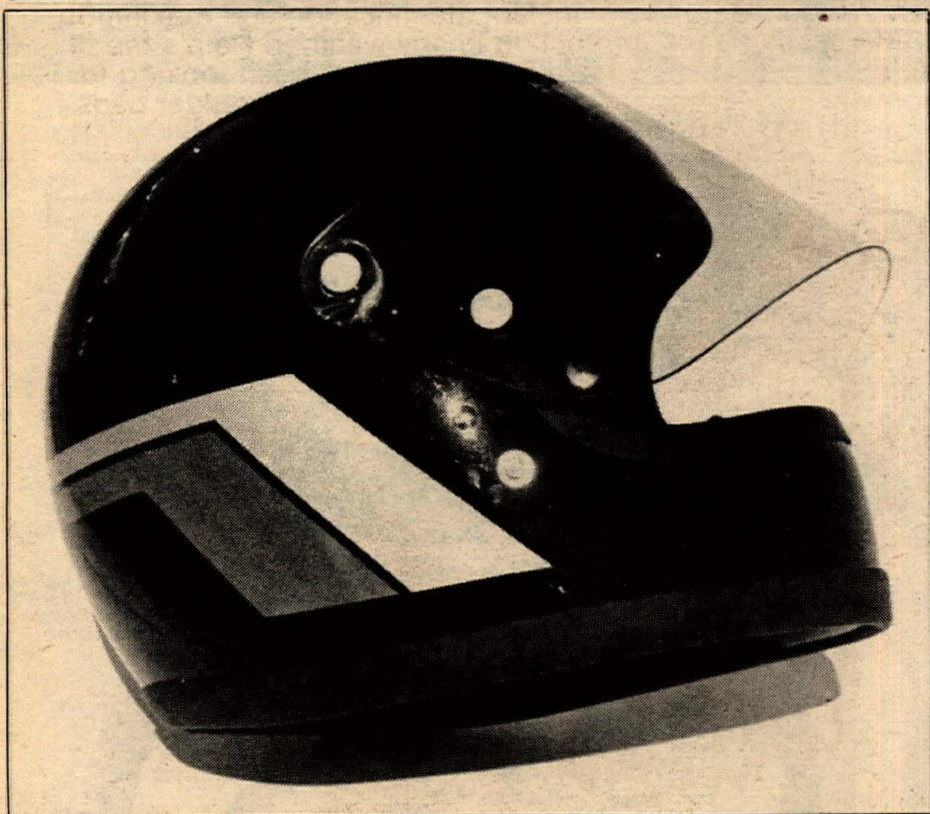
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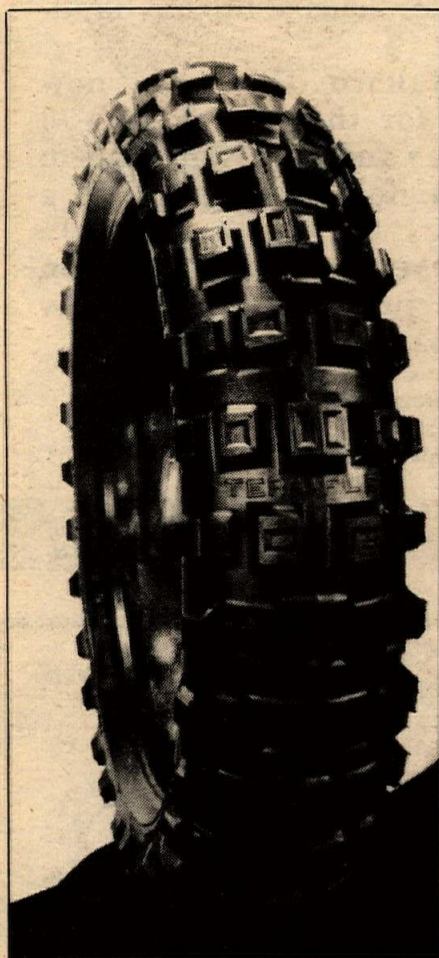
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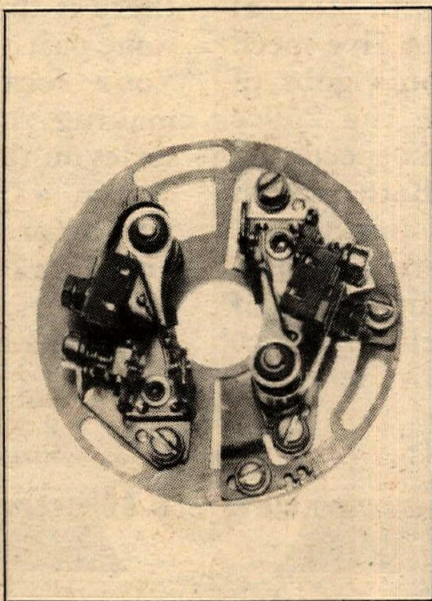
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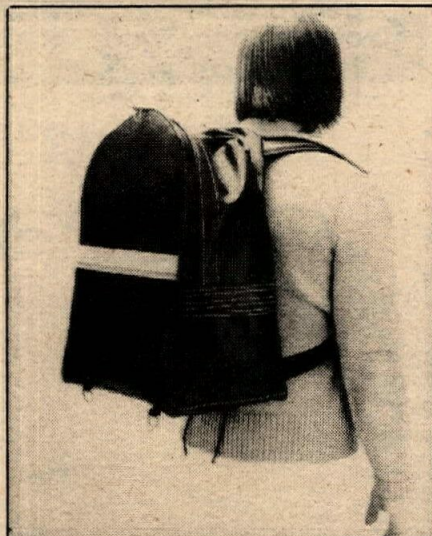
Hondaline's latest cover-up has to be seen to be appreciated. Black and white photos can't do justice to colors like candy sapphire blue or Tahitian red. No wonder they named them brightstripe. The reflective Scotchlite side stripes blend in with the color scheme and add a flow to the design of the helmet that takes it out of the ordinary. There are two models to choose from: The Stag (open face) or the Hawk (full face). All carry Snell-75 approval. Your local Honda dealer is just waiting to make your head beautiful.



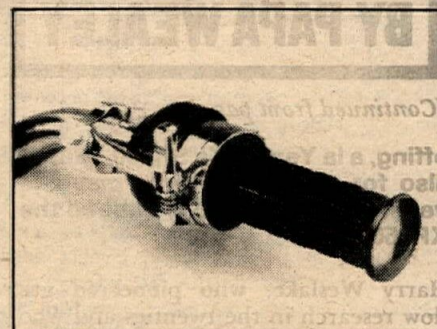
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The AMCO Sissy Bar/Tour Bag is a multi-purpose item designed to give the rider the most use possible. The bag fits over top of almost any sissy bar facing forward or backward. It can also be strapped to the back of the rider or passenger like a backpack or carried like a suitcase. There is a large main storage compartment and two outside pockets, each with zipper and weather flap for added protection. For more information see your dealer who carries the Amco line of accessories or write Dept. CN, 7425 Fulton Ave., North Hollywood, Cal. 91605.



Vanda Cruise, the ultimate in motorcycle cruise control, takes the arm strain out of touring. Features include Vanda-Release for safety and positive cruise control with no throttle creep. In the off position Vanda-Release allows full use of the stock throttle return spring. The price is \$24.95. For more information write Cycle Products West, Dept. CN, 11900 W. Pico Blvd., Los Angeles, Cal. 90064.



Vanson leathers wants to save the hide on your hands. The latest addition to the Vanson line is a racing glove which carries a three month guarantee against defects in workmanship and materials. The gloves fit like a second skin, and feature a heavy duty nylon lock zipper, double stitching at stress points, selected U.S. cowhide construction and internal foam knuckle padding. Drop a line to Vanson Leathers, Dept. CN., 50 Thayer St., Boston, Mass. 02118 for more info.



Now you can get your own special edition Kenny Roberts 500cc RR Championship T-shirt, just like the one KR wears. It wraps up the results very succinctly. It's available in small, medium, large and extra large

sizes. Contact Spot Box Enterprises, Dept. CN, 25072 Vista Fairway or P.O. Box 55023, Valencia, CA 91355. Modeling the T-shirt is lovely Christy Bell, sister of Roberts' fellow Yamaha employee, motocrosser Mike Bell.

THE LATEST POOP BY PAPA WEALEY

(Continued from page 2)

offing, a la Yamaha's SR500. Watch also for an off-road only playbike version of the XL250's, dubbed the XR250.

Harry Weslake, who pioneered gas flow research in the twenties and who built the famous four-valve speedway engine that bore his name, collapsed and died after the World Speedway final at Wembley, England, on Saturday, Sept. 2. Besides manufacturing his own engines, Weslake had worked for Austin, Jaguar, Norton and Sunbeam. He was 81.

Looks like the Americans have started a revolution in England! Britains by the thousands are fed up with that country's five-year-old helmet law. The Motorcycle Action Group staged a rally recently at London's Trafalgar Square that attracted over 5,000 riders. Unlike the U.S., The British have to repeal their law at the national level.

A rotary engine Norton? Yep, you should get your first glimpse of the pre-production prototype within six months, according to Norton Villers Triumph. The new superbike will be aimed at the top of the market and will carry a hefty price tag.

Kenny Roberts and Johnny Cecotto will fly to Japan courtesy of Yamaha to compete in a 750cc road race at the Sugo track on October 22. They will race against Yamaha talent Hideo Kanaya and Ikujiro Takai. Roberts and tuner Kel Carruthers will also discuss their place in Yamaha's future plans.

Reports from Australia have it that road racer Greg Hansford will leave Kawasaki next year so that he can compete in the 500cc World Championship against the likes of Roberts and Sheene. Honda has already approached the Aussie rider. Mick Grant might also leave the Kawasaki fold though not by choice, after his mediocre World Championship performance. Kawasaki let Barry Ditchburn go last year for similar crimes.

Gerrit Wolsink, emissary to the 500cc European Grand Prix motocross series from Tulip Land, ended weeks of speculation recently when he signed for another year with Suzuki. Wolsink had been widely rumored to be switching to a Maico ride.

Chuck Sun, who rode the last three 250cc Grand Prix's for Husky this year, will be the Continent to contest the entire series for the Swedish factory next year.

It looks as though Belgian rider Andre Malherbe will stay with his KTM ride for another year rather than switch to Suzuki as had been rumored earlier. Malherbe had recently had talks with Suzuki, but when Dutchman Gerrit Wolsink decided to stay with the marque for the next season, Malherbe's plans were altered.

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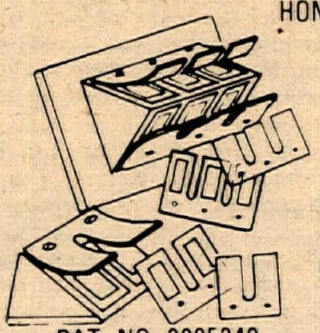
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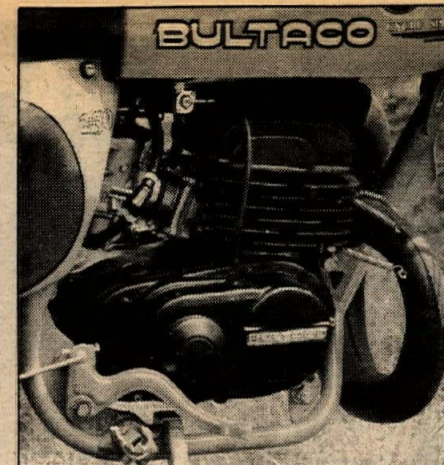
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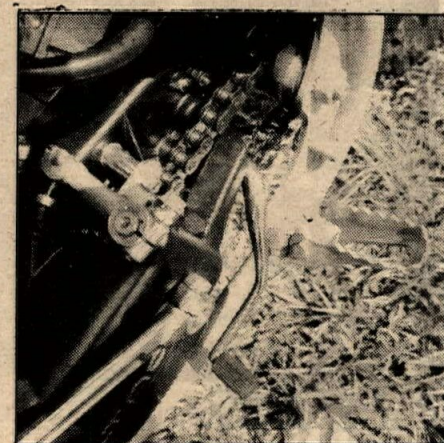


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Black engine paint looks nice.

New swingarm protector.



Impression: Bultaco 250cc Mark II Pursang

A good-handling purebred with plenty of ponies

By Peter Magoon

Time was, not very long ago, when Bultacos were something of an anachronism. They cost twice as much as comparable Japanese bikes, required six times as much maintenance, and

tried your patience with design features that looked like they came out of Freshman Engineering 101. Yet dyed in the wool Bultaco freaks willingly suffered the derisive comments of their friends, always insisting that there was that intangi-Bul quality that was worth the price in time and dollars.

If you showed up at your local track tomorrow with a new Mark II, about the only thing your friends would likely notice is the trick blue paint job. It just doesn't look that much different from the rest of the crop of go-fast bikes. And if they asked you what it cost, they'd be surprised to find that thanks to the modern world of currency fluctuations, it is competitive with the Jap machines.

If you're the type who just has to ride what the latest moto-stars are flogging, and you're not a Harry Everts fan, then you might as well go on to the next article. Otherwise, stick around for a rational discussion of what a Bultaco has to offer.

We should probably first mention the most obvious symbol of Bultaco's entrance into the modern era, the up-pipe. Never mind that it sticks out too far and burns your leg in turns, or that the long, unsupported stinger is likely to vibrate off in a week; no longer do you lose two inches of ground clearance to a dent catcher. If there has been an adverse effect on power or frame design, we fail to notice it.

Another symbol of modernity is the

new 12 petal reed valve. This has effectively given the Pursang the grunt of a Frontera without the additional flywheel. An evening's ride on a track six inches deep in mud convinced us of that. The powerband is very wide as a result. Some who rode it felt it was the widest of any 250 they had ridden. Though we didn't hold any drag races, the top end seems to be competitive with other current 250's.

Another good sign is the attention to detail. You no longer get the impression that Bultaco is subcontracting components to a thriving Spanish cottage industry. There is real paint on the frame. The fenders are real unbreakable plastic. The spokes are stainless steel and the shifter is a rugged steel unit that won't bend like the old aluminum ones. There are now rim locks as well as screws on the wheels.

There are other refreshing signs of change. The airbox is now a solid molded unit that breathes from up under the seat and allows servicing of the filter in short order. The rear brake is activated by means of a flexible cable that works like a rod and should be just about service free. Bultaco has added a new rubber swingarm protector-guide for the chain and another guide by the countershaft sprocket.

Bultaco has retained their old chain tensioner and guide setup, which works as well as any. We wish they had gone with more durable rub blocks,

though. We suggest you fabricate your own out of street hockey pucks after the stock units go south.

Another feature that we wished had been changed are the carbide-silica brake liners. These have a reputation for fading in the wet, but we got the drums full of nice slimy Georgia red muck (which is a handy grease substitute) and they still worked pretty good. The rear would lock up on pavement at full steam, if you insisted, and the front would still turn, but had stopping power left, when you grabbed a handful.

The carburetor is still a square Amal, though it is now 38mm big. It should give you no trouble if you keep its little screws and bolts tight so that everything stays where God intended.

We were disappointed to see that the gas tank and side panels are still fiberglass. They should be okay if you don't drop the thing off the trailer. The tank holds nearly two and a half gallons, which is nice.

Those of you who've been around since the old days will be happy to know that on the Bul you can still swap your shifter and your brakes. This is made even easier this year, since the left side brake pivot post is provided now.

Pirelli tires still come stock, which will disappoint Carlsbad riders but please New England mudmen. Varying the pressure will do more for the tire situation than most people would allow. Try 'em, you might like 'em.

Bultaco's removable sidestand works very well, as long as you don't leave it on your bumper when you drive off. If you do, the underside of the frame is very flat and sits well on a milk crate.

Keep a can of heat-resistant black engine paint handy, because the stuff that they put on the fork legs, the cases and the pipe goes away after the

first gravel track or super-spray car wash, whichever comes first.

Bultaco claims that they redesigned the vents on the cases. Whether this eliminates the need for frequent oil changes or additions to both sides remains to be seen.

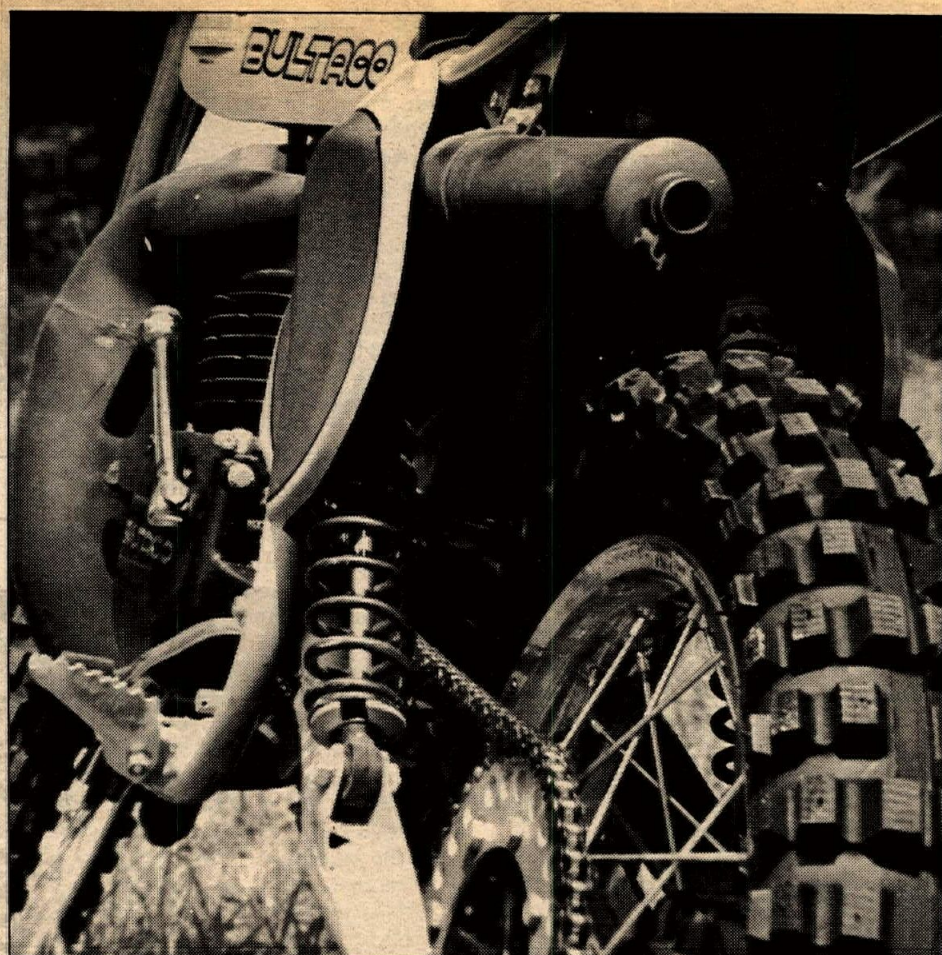
Riding impressions of the bike varied somewhat among testers. Most agreed that it was very tall, and for that reason mostly, was somewhat hard to start. Anyone under six feet tall might want to jump off his bumper. With the choke on, you give it no throttle at all. With a warm engine, you need at least one-quarter throttle and a good jump off that bumper. If you can get enough weight behind it, it will start first or second kick.

That reminds us. The new Motoplat CDI ignitions will please those who have gone through the chore of setting the points gap on their old Buls.

Once out on the track, you are impressed with the light feel of the bike. (Bultaco claims a dry weight of 219 pounds.) It handles very well in tight corners and changes directions with ease. Owners of Japanese bikes who rode it felt the Bultaco had an edge over modern Japanese machinery on smooth, tight tracks, but that it might be outclassed in power and suspension on more open courses.

The principle problem with the suspension is that any bike without much more than 10 inches at either end is just not the state of the art in a time when 12 inches is becoming more and more common. The Betor forks work well in terms of damping and spring rates but will not eat up the big whoops like some of the new Oriental products.

The S&W freon gas units on the rear felt a bit harsh to all but the most aggressive of our riders. That was probably our fault, since we kept



The front part of the pipe may burn your leg in turns, but the rest is well tucked in. It seems quiet enough, but the silencer is too long.

forgetting the preload adjusting tool and they were set on the middle position.

Bultacos have always been known for having plenty of muscle, and this one was no exception. While we doubt that it makes the claimed 37 horsepower, the only rider that had any complaint about the horses had just done 20 minutes on a 400cc Maico.

This is not a particularly comfortable bike to ride at first. You find that while the width and bend of the bars are fine, the huge ground clearance places the pegs a little closer to the handgrips than is pleasant. The seat is also too short and not hard enough, making this a somewhat difficult bike to shift your weight around on.

The clutch seems to work easily and smoothly, and the gear ratios seem well selected for the capabilities of the motor, but neutral was hard to find. This is a problem that we thought Bultaco had solved last year with a redesigned pressure plate. The clutch was otherwise well adjusted, so we couldn't lay the blame there.

Grips and levers are comfortable and work well. The footpegs are of the folding variety, and are still among the best in the business.

In hard riding you tend not to

notice the brakes, which is probably a good sign. However, you do notice that the rear pedal was too short and out of the way, which makes it hard to find in a hurry sometimes. One rider, a two-finger braker, expressed the wish that the front brake might have a little more grab. This problem we thought we could lay to a stretchy cable that should have been replaced.

We don't know if you'll like the Mark II Pursang. If you feel that you must have what the best and the brightest are riding, then you probably won't. We also don't know if you can win on it. That depends partly on the nature of the track and how you maintain the bike, but mostly it depends on your ability. This Pursang has all the ingredients of a competitive bike, with no unnecessary frills or weight. The \$1,533 retail price alone has to make it worth a second look.

Another thing that increases the attractiveness is the contract which comes with every Pursang, which allows the owner the opportunity to increase his winnings. Bultaco will pay you cash for winning certain motocross events.

Lastly, there is the 60 day warranty, which is a rare item in this day and age. Bultaco is still an unusual company, but they are starting to make a lot more sense.

Specifications

Engine type	Single cylinder, two stroke
Bore & stroke	70mm X 64mm
Displacement	246cc
Compression ratio	11:1
Horsepower	37.4 bhp at 8,720 rpm (claimed)
Torque	3.27 mkg at 6,000 rpm (claimed)
Induction system	12 petal reed valve
Carburetor	38mm Amal
Gearbox	5 speed, constant mesh
Clutch	wet, multi-plate
Ignition	Motoplat CDI
Tires, F/R	3.00 X 21"/4.50 X 18"
Weight	219 lbs (claimed)
Wheelbase	55.9"
Seat Height	37"
Ground clearance	13.8"
Footpeg height	15.7"
Gas tank capacity	2.24 gal.

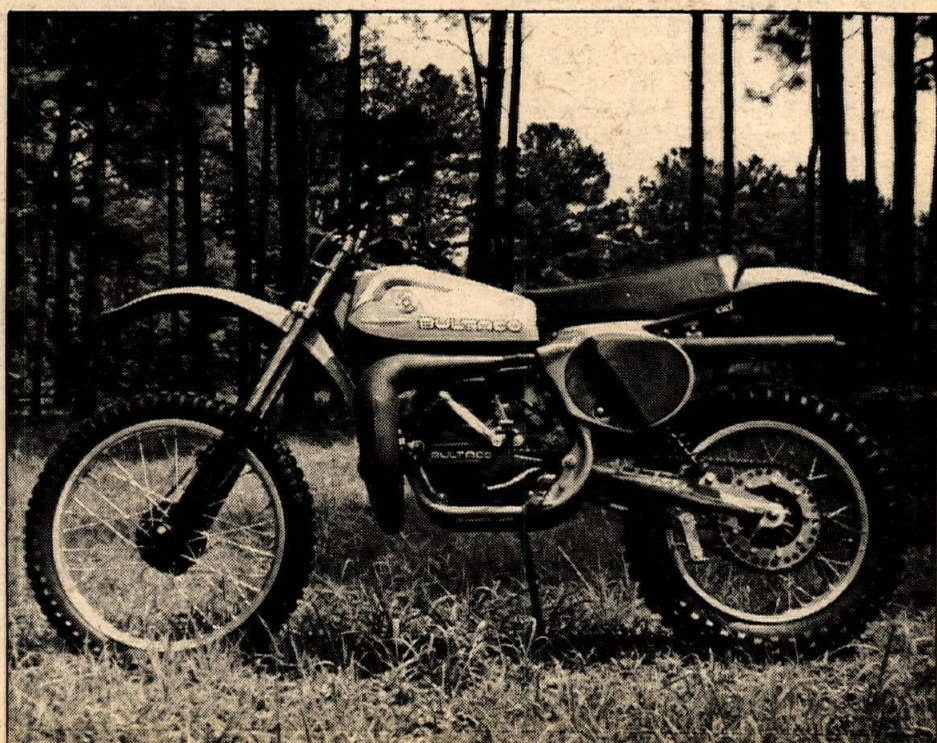


The forte of the Pursang is cornering. It has a light nimble feel and is not tiring to ride. There's plenty of motor for powerslides.

The footpegs and the rigid steel shifter are nice. The swingarm has new dirt seals which should eliminate the need for frequent cleaning.



The Pursang Mark II is a very clean looking motorcycle. The reasonable weight is due in part to an absence of unnecessary frills.



NATIONAL PAPERS

In the beginning there were four. With just two races remaining there are two. Who will be the 1978 Grand National Champion?

It started last February in Houston. One of the four, Kenny Roberts, chose to watch and get ready for Daytona. Roberts then went on to Daytona and won it for the first time in what was to be his only appearance on the Camel Pro Series circuit for the year.

We were down to three contenders. Skip Aksland finally had a good two-race run at Houston and bagged a third at Daytona, best of the privateers, and was on his way to taking over the point lead from Steve Eklund.

Skip backed it up with a near-miss second at the first San Jose mile and was rated as a prime candidate for number one, but it was not to be.

A spill in June at the Chicago TT caused shoulder problems. Then in mid-July Skip threw away all chances for the title, trying to run too fast too soon in the Sears Point road race final where he crashed. Second shoulder problem that kept him out for two months.

Now we were down to two.

As many had predicted before the start of the season, it was going to be privateer Steve Eklund versus factory man Jay Springsteen.

Both were acknowledged half milers and milers with Eklund given the edge in short track and TT — but Springsteen had the unlimited equipment backing which can equalize a lot of natural talent when the stretch run comes up.

Eklund won both of the National short track events and also won two of the TTs, plus a second and two fourth places in the other TTs. This ranked him as the high point TT rider on the circuit for the season, as well as the short track division. By August he had a total of six National wins, four on Yamaha, two on Harley-Davidson.

Springsteen ran off three straight half mile wins early in the year and then pulled one of the upsets of the season when he won the Castle Rock TT, becoming the first non-west coast rider to ever win in a 14-year span.

The month of September has kept the point race interesting and given insurance that it will go to the wire.

It really started in late August with Jay closing to within two points of Steve and was heavily favored to take the lead once again in the twin Indy miles — but it did not happen.

Gary Scott and Gene Romero each rode their best 10 laps on a mile this season to ace Jay out of a transfer to the final in the first Indy clash. Eklund saw the light and ran third in the final. The next day they both made the final with Steve in fifth, Jay seventh. A 17-point lead for the Californian, heading into the final month.

It may go into the records that Steve Eklund either won or lost the title at Loudon, NH. Springsteen, running about 21st place when his engine quit on the 12th lap, dropped out of the race. Eklund was running inside the top 10 at the time.

When the race was re-started due to oil on the track, Steve went one lap

and pulled off, stating later that many of the riders were riding over their heads and he wanted to take no chances. No points, still a 17-point gap.

Then it was on to the Syracuse mile and a mistake by Steve that nearly cost him a chance to even compete the rest of the season. In one of the final practice sessions he stuffed the bike in too hard and crashed at nearly 100 mph. The end result was that while he did ride the heat race and the semi, he could not get everything back running in time for the final that was switched at the last minute from the final event to the next-to-last race. Jay came up winner and Eklund's 17-point lead quickly turned into a drop to second in the standings and three points back in second.

Springsteen clearly did not have the fastest machine at Syracuse but was clearly the hardest rider in the corners. He perhaps saw an opportunity at Syracuse that Steve failed to see, or take advantage of at Loudon. September 24th and 30th will tell.

Hank Scott, Garth Brow and Springsteen are now the three mile winners for the season. Jay and Steve have won all the half miles between them this year.

Neither rider has stayed awake nights dreaming about road racing but both have proven time and again that they can ride miles and half miles. It could not have come down to the final two races any better and more suited for these two riders.

Going into the final two races of the season in '77, Jay had Ted Boody, Gary Scott and Kenny Roberts to contend with for the title. This year he has only Eklund.

Jay has earned the number one plate the last two years running so a lot of fans would like to see Steve bag it all since people switch over to the underdog in just about every sport. (Denver Broncos in the Super Bowl?)

On Sunday, Sept. 24 they go at it on the mile at San Jose, a race that Steve has never won, but Jay has. Eklund was nosed out last year on the final turn in one of the San Jose encounters for his best effort on his hometown track.

Then the finale comes on Saturday night, Sept. 30 at Ascot. Steve has never won there either, and Jay has.

This is the track where Steve learned to ride half mile as a Novice and Junior and later won regular season events on both H-D and Yamaha.

Michigan riders Springsteen and Garth Brow have won the Ascot finale the last two years running for the only non-California victories since the series began back in 1959.

A mile and a half mile to wrap up another great professional season and the two types of tracks where both riders are always at their best.

But I feel we may see neither rider winning either of the last two races which means that we will have two races going on in each final, one for the win, and one for the title.

Hank Scott, Gary Scott and Garth Brow will be tough at San Jose. Alex Jorgensen, who has already won twice at Ascot, will be pumped higher than

ever to make it three. Boody could become the third straight Michigan rider to win at Ascot and Gary Scott may finally remember that Ascot is where he started it all so many seasons ago. Then there is a kid named Brow who broke all the track records while winning his first National last year at Ascot.

The finale sort of reminds me of a season long ago when Gary Nixon and the late Fred Nix came down to the wire, looking only to qualify for the final and score points rather than hanging it all the way out for the win.

Whichever rider wins the title deserves to win it. In some ways it is too bad that we cannot have co-champions. But there always is an outside chance of a tie. We came within one point several seasons back, didn't we?

The difference between who finishes first and who finishes second comes out to about \$50,000, give or take a few thou here and a few thou there.

Roxy Rockwood

Pioneer Town behind the scenes

By Maureen Lee

Some of the little fun stuff that went on while the cast of hundreds cavorted around Racing World...

Saturday

A contingent of nine riders came from Avalon, all members of the Islanders M.C., loading their bikes on the barge to start the trek to Racing World...most of them were in the first class including Mike Cummins, whose bike went into flames but was saved to continue racing by some quick dirt throwing action...the Cataline group had a terrific cheering section...most fun in the 0-100 class was had by Don Gossett; quite a large grown-up on an XR75 who finally fell off in the ruts, lay there helpless with laughter until he got himself under control and went on.

In the 125cc Junior/Expert class Pat King made it into the lake — with only his head out of the water after he got into difficulties in the mud and high-sided into the pond...his Suzuki was finally rescued too and blew a stream of water out the pipe when fired up but somehow they both started off again. The spectators loved that mudhole and demanded water be added to it as it got splashed out.

Hack team Bingham and Moore with pudd'n' basin helmets had a blast with a streamlined road racing chair attached to a Yamaha 500, motoring quietly around with lights on and cherry toots of the horn...the mudhole was the scene during their race...but where oh where was Penguin this year?

The Desert Donkeys took to the water with the best seats in the house from a rowboat flying the Donkey flag, drinking Coors and fishing while the racing went on both days...far out! Biggest Saturday crash was in the 250cc Novice...Stewart Gerns found himself in the awkward position of lying on top of his bike with both legs in the air unable to right himself until a helpful Dirt Digger hand dragged him upright...looked funny as hell but it wasn't to him...Hal Sanguinetti was doing a marvelous job announcing with Don Kemp and the P.A. was the best ever wherever you went...spies tell me one of the announcers was caught filling the waterhole with a bucket late Saturday night so he'd

have plenty to talk about come Sunday...the host club considered feeding him to the catfish for it...it's a true story...he was caught red, er, wet handed, folks.

Sunday

Pre-registration for the Old Timers was down...rumors had it they wanted to see how horrible the mudhole was before signing in...no duckies, they can ride mud and anything else but when you get to be an Old Timer your back gives out working and cleaning up your scooter after the events...that's what does you in...94 Old Timers started, including one Dick "Bugsy" Mann who the announcer kept referring to as past National Number Two...guess he forgot Richard was a Grand National Champion (on a BSA yet)...his Yamaha is fixed up like one of his beloved Matchless' or Beezers, shifts on the right side and thinks it's a Limey bike, Dick says...their start up the hill looked like the charge at Seminary Ridge...John Rice was there, he now rides horse enduros for fun but he rode the Old Timers and Pioneer class with his famous frog on his helmet and was careful not to fall in the lake when we pointed out there were frog-eating alligators in it. Sue Fish is terrific (in person and on the track)...and the other girls all did well and didn't get too involved in the mudhole which wasn't bad Sunday...had to get it dried out so the Pros wouldn't get muddy plates...with \$10,000 on the line scoring had better be good.

A special thank you to the Coors people...they were out of sight, they even had a press tent along with sponsorship of the race and putting up all that money...so OK you beer drinkers, let's see sales of those other brands fall off; support those who support us...

And thank you Dirt Diggers for giving us all a chance to see a group of the top motocrossers in action...Pro rider (besides Brad Lackey) I was most impressed with? Maico's Darrell Shultz; there's real talent there.

For the Pioneers...it must be at least 13 years ago we wrote about "Iron Man" Walt Axthelm and he still looks the same, strong enough to break his Kawasaki in half with his bare hands...wonder if any of our teeny boppers will be half as good as the Pioneers are when they are even 22?...Dick Mann rode that one too and won it (for me because I couldn't ride under doctor's orders — (phew, relief) then went out again in the four-stroke race.

Former National number 80, Tom White, and another Pro, Don Frauenberger both were in the Unclassified Beginner/Novice Open class! Before shrieks of cherry picking fill the air, 1.) neither wanted to ride that class (especially Tom) but that's where the Dirt Diggers put 'em...and 2.) "Maureen's Kids" don't cheat, they know better...and if they were cherry picking how come both of 'em got beat?...Tom got a third. Still, there's a bit of embarrassment all around I fear...but imagine if Springer showed up to ride and they tried to put him in that class because he didn't have a District classification...once an Expert always an Expert!

Best things for the weekend...thanks Dirt Diggers for considering me a Pioneer, it means much...the joy of that gorgeous Goldstar ridden by Len Miller in the four-stroke race, many of us were misty eyed at its voice...the hard work Diane Connolly did in coordinating the Pro race — dealing with the big boys when you are District ain't easy...and husband Jim is a super starter, no muffed starts there...we'd like to see him at Ascot.

(Continued from page 15)

have thought it was a stupid track.

"There was no way I was going to go as fast as 'Hotdog' (Wil Hartog). The bike wasn't set up properly because I didn't have enough laps in practice. I had to follow someone around because I didn't know where I was going. There was no way I could have won the race. All I wanted to do was beat Barry.

"I was pleased to be second because passing Hartog was almost impossible. Every time I tried to draft him, I'd pull out of the slipstream and they would leave me and I would have to pull back in. If Barry had been riding his Suzuki as hard as I was riding the Yamaha there would have been no way I could have beaten him.

"I fell off in Sweden because I was going too fast. With only one bike available I had to sort out the tires, gearing and carburetion and learn the track at the same time. I made a mistake while trying to evaluate a new compound tire for Goodyear during an untimed practice session.

"I realized I was going too fast, so I decided to go on the grass and get back on the track later. But then I saw the catch fence that you couldn't see until you were round the bend. I locked on the front brake and tried to lay the bike down, but before I could get it down it flicked me over the high side.

"I was knocked out for about 20 minutes, but it wasn't that that spoiled my race. The bike was not going properly because we had so little time left for practice. That's one of my big gripes about GP racing. To do the job right you need about twice as much practice as we are given now. Riders who have been to a circuit before have a bike set up for the track, but I've got to set my machine up before I can start trying to lap at a decent time.

"Because of the lack of time I've had to make a lot of guesses. Most of them, particularly on tires, have been right, but they could just as easily have been wrong.

"If they want to encourage more guys from outside Europe to compete, they must give them more time to learn circuits and sort out their bikes so they can give a good show.

"Finland I didn't like at all. It was so slippery. I would take a whole practice session for tires to cut a groove round the track that was safe to ride on, but then the cars would go round between each training period and you would be back to square one. Get off that groove and you were in trouble.

"It was the only track I've been on where the center lines on a tire were cut away, because when you braked hard the back end skated around. It wasn't what I'd call a race track. It was straights linked together by ninety degree bends.

"I think that if we are racing for a world title we shouldn't be racing on streets. Over in the States we have some bad race tracks, but we've nothing as bad as Finland. I reckon that if I brought a sponsor over from America to watch the World Championships he'd either die laughing or he'd pull out of sponsorship.

"Something like the Isle of Man, that's different. It isn't the World Championships anymore, and anyone that wants to race there, well good luck to them. But the GP's should have different standards.

"Facilities should be better, too. A lot of times we've been crammed into pits, without any room to work, or move around. If a fire ever broke out in a GP paddock, heaven help us all!

"I've enjoyed it all, or at least most of it. I'm delighted and proud that I've won the 500cc title. I hope that things can be worked out so I can come back again to Europe next season to defend the title."

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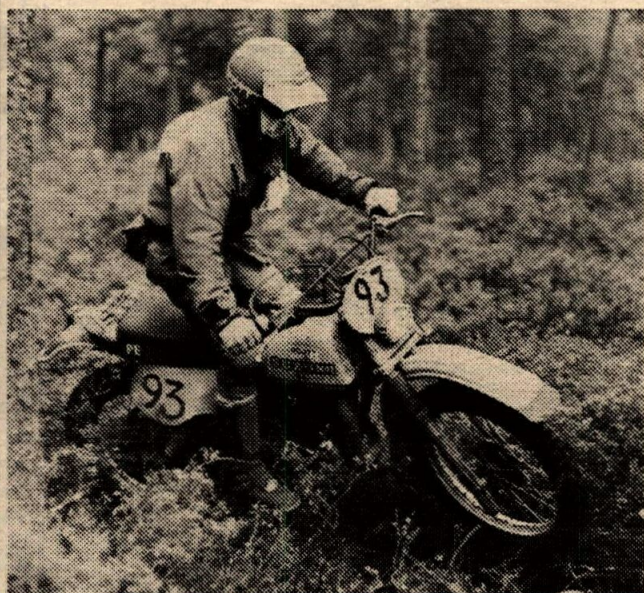
Mike Rosso PE-175



Tom Penton PE-175

n Six Days.

September 27, 1978 CYCLE NEWS



Dave Hulse PE-175



Drew Smith PE-175



Don Cichocki PE-175

Suzuki's new PE-175 put on an incredible performance at this year's ISDT in rainy Sweden.

How so? Well, five of these rugged bikes were entered by American Team Suzuki. And all five finished the torturous 6-day event among the top 20 in their class.

Now here's the real shocker: PE-175 Enduros were just introduced this year. In other words, five gold medals were won on first-year bikes!

Like we said, incredible.

And just to make things even sweeter, another gold was won on a PE-250. Giving the 7-man Suzuki Team six gold medals in all.

And not one PE Enduro bit the mud because of mechanical failure. Which says a heck of a lot about these tough machines.

Incredible.

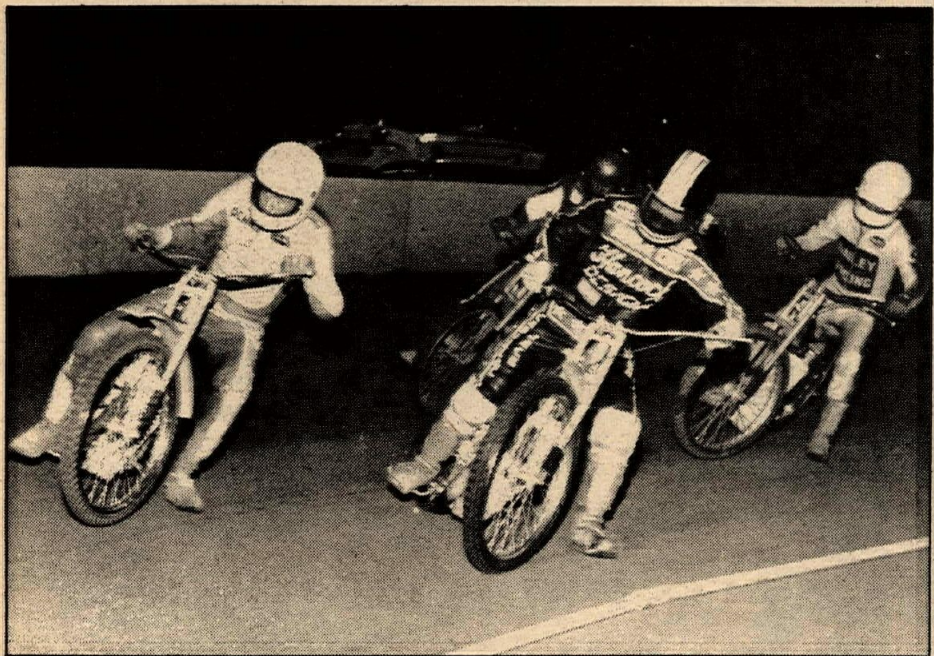
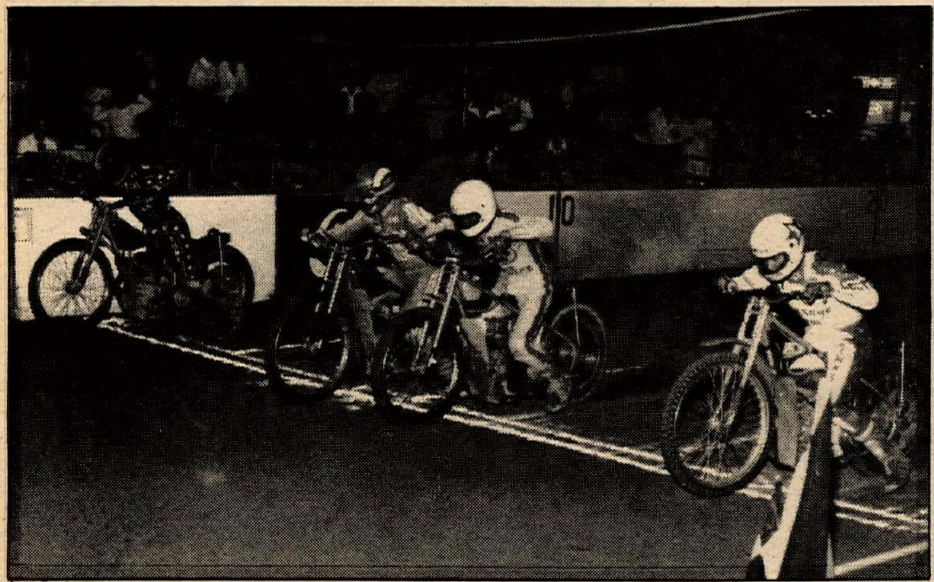


The Fast One.

SPEEDWAY WEEK



(Above) Dennis Sigalos (center) took high point honors in the Coors Cup Series, as well as two Scratch wins. Alan Christian and Ron Preston flank him. (Below) Mike Bast (right) returned to Costa Mesa, scored a perfect 1600 points. (Bottom) Bobby Schwartz (inside) dominated the Santa Ana AMA qualifier.



Sigalos, Marriott victorious at Ventura

By Dennis Greene

VENTURA, CA, SEPT. 12

Just one more regular night of Speedway at Ventura and the short ten week show will end with the Ventura Track Championship on Sept. 26

Dennis Sigalos won the Scratch Main event this Tuesday night and will be the odds-on favorite to take the track title. All he must do is outride Alan Christian, Bob Schwartz, Mike

Bast, Ron Preston and a dozen other top stars.

Handicap racing keeps producing more and more new talent. Mark Marriott got his chance to be a star in the Main event, outriding Louis Lindwall and Tom Morley. For the first two laps, it was anyone's guess on the outcome. Morley had made several fine moves to take over the lead, but Lindwall hung in there for second.

Mark Dettter added one more win to a long list in Second Division for himself and he stands a good chance of riding with the First Division next season.

Division Three honors went to Jeff Tomlin.

Sigalos again at San Bernardino

By Dennis Greene

SAN BERNARDINO, CA, SEPT. 13

For the second straight night, Dennis Sigalos won the Scratch Main Event, looking very strong for the upcoming National. But before the Big One, there is the California State Championship on Sept. 27 at San Bernardino. And this all-important title event always gives the fans a good look at the superstars, and the riders get a chance to see where, if anywhere, are the weak points of their competition.

Sonny Nutter was the first winner of the California State title way back in 1969, and he really will be going all out to win this one. Steve Bast, the older brother of current champ Mike Bast, won the title five times in Bakersfield along with the U.S. National title twice. He has now retired from speedway after losing the state title a few years back to Mike.

I for one think we will see a new name on the California trophy because this track is larger than Costa Mesa, and several riders really shine there in San Bernardino. Ron Preston, Bob Schwartz, Sonny Nutter and Alan Christian all look great. Bast will really have to ride this one.

Tom Morley, in one of the better events of the night, won the Handicap Main.

Moran's Ascot Coors cup Qualifier

By Dennis Greene

GARDENA, CA, SEPT. 14

Shawn Moran, at age 16 on a two-valve Jawa that was built 14 years ago, outrode and outscores everyone of the top 32 riders in the Coors Cup Qualifier.

Shawn, with a perfect score of 1600 points, will be the youngest rider in the U.S. Speedway Nationals, set for Saturday, Oct. 14 at Costa Mesa.

Dennis Sigalos earned 1200 points to take second place and moved into the top seat in overall points for the three nights of qualifying.

Tom Ferris took third with 900 points, putting him in good shape for round four at Costa Mesa.

Mike Bast, the five-time U.S. Champ, rode even though he still is in much pain from a dislocated shoulder. He looked strong, but in the Main event his bike seized when a small chip of chrome worked its way into the main jet cutting off the fuel. He did end up with 600 points, far short of what it would take to earn a ride in the Nationals.

This was the last regular Thursday night of Speedway at the Ascot quarter mile for the season.

There are events on tap in a few weeks that will put the speedway bikes and riders to the test on the half-mile track. Look to *Cycle News* for dates and times.

Bast qualifies at Costa Mesa

By Dennis Greene

COSTA MESA, CA, SEPT. 15

It was round four of the Coors Cup Qualifier—the last chance

to earn a ride in the U.S. Nationals—and Mike Bast went into the night's program with only 600 points, which put him somewhere in the lower twenty riders. It was do-or-die for several riders—Becker, Nutter, Columbo, Sims, Bast and Cherry.

Bast rode with a calm about him like few have seen before. He was first out of the gate every time. He rode sitting up, probably because of the pain in his shoulder that has kept him out of competition for the past month. Only in his final ride was he put to the test when Alan Christian got by for just a few feet. Mike went out deep and took over the lead to win, adding 1600 points for a total of 2200. Mike had done in two nights what everyone else took four to do: He'd earned a seat in the Nationals.

The four nights of racing that were spread out over two months saw Dennis Sigalos earn the top seat going into the Nationals with 3,275 points. Dennis rode all four events.

Alan Christian, a past holder of the Number One spot in Northern California, rode in just three of the four qualifying rounds and earned the second seat with 2,975 points.

Ron Preston in four rounds earned 2,275 points, third highest. And Mike Bast, in just two rounds, is in the Nationals with a grand total of 2,200.

And would you believe at age 16 in his first year of speedway, starting out as a Junior Speedway rider, moving on in the Division Three winning everything there was, being moved into Division Two less than a month later into the First Division riding a 14-year-old motorcycle at Ascot, Shawn Moran tied with veteran Bob Schwartz for the fifth spot in the National with 2,025 points. Bob Schwartz still has a cast on his left hand, but it comes off this week and you can put money on him being somewhere in the top five at season's end.

The seventh of the 16 spots was earned by Gene Woods. Eighth went to Tom Morley followed by Brad Oxley, Tom Ferris and Mark Cherry. Twelfth is Jim Fishback, but because of a broken shoulder suffered in the ISDT, is a doubtful starter. You can move each of the following riders up one spot. Sonny Nutter, 13th; Dave Sims, 14th; Dan Becker, 15th. The last official rider is Steve Columbo with 1,025 points. If Fishback cannot make the call on race night, Louis Lindwall will take over the 16th place. There is a tie for the reserve spot at 850 points between Dan McNeill and John Sandona. Hopefully, there will be a match race between them to see which will be first reserve.

AMA Qualifier at Santa Ana

By Ken Kellogg

SANTA ANA, CA, SEPT. 16

A rainy northern California postponed the first round of the AMA Qualifier Series, so the actual first round was held at Santa Ana Stadium as all the top AMA Speedway point holders gathered together to begin battle for a few top spots.

One of these, a surprise to all, was Keith Chrisco, a rookie who began the year in Third Division and ended up in First Division and one of the biggest races of the year Keith scored six points for the evening.



Shawn Moran, 16, topped Ascot on a Jawa, age 14.

The evening was filled with excitement, disappointments, and some very close calls. The fans were standing for most of the evening for everyone wanted to see the close finishes. Many northern riders came down to ride the event and for many it paid off, as most of the night the northern riders dominated the races. But as the night wore down, so did the riders, and the southern boys were able to catch up and even things out.

Three riders were having a perfect evening until event 23 when Mike Bast was disqualified for breaking the starting tape. Denny Pyeatt went on to win that event and remains undefeated.

Bobby Schwartz continued his total domination of all his heats. Event 30 contained Schwartz, Bill Cody, Mike Faria and Mike Bast. In turn one, all four riders met in one big push which saw "Wild Bill" go down, and in the last lap Schwartz passed Bast on the outside of turn three and remained in first place for the balance of the race.

Although there were only thirty-two events slated, there was a thirty-third event, a run off between the two only undefeated riders Bobby Schwartz and Denny Pyeatt. In turn one Denny went in like he was going to shut out Bobby. However in turn three Bobby took over the lead and went on to victory and remain the only undefeated rider. This was Bobby's first time on the track and winning the way he did in the condition he is in (a broken wrist and an injured shoulder) showed that he is a true champion.

Top scorers for the evening were Bobby Schwartz and Denny Pyeatt with 12 points. Mike "Spider Man" Bloom had 10 and with nine points were Mike Faria, Rick MacMurry, Dennis Robinson, Ron Kirby and crowd favorite Brian Buffington. Other top scores with eight points were Duane Yarrow, Shawn McConnel, John Cook, current U.S. National Champion Mike Bast and Dave DeTemple.

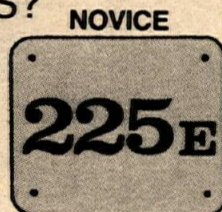
In the Junior Division Chris Hedge won all three heats and during the last race in turn two Ray Ortega went down and injured his knee, but says he'll be back.

Results

VENTURA, SEPT. 12, 1978
 SCRATCH MAIN EVENT: 1. Dennis Sigalos; 2. Alan Christian; 3. Bob Schwartz.
 HANDICAP MAIN EVENT: 1. Mark Marriott; 2. Louis Lindwall; 3. Tom Morley.
 DIVISION TWO: Mark Dettler.
 DIVISION THREE: Jeff Tomlin.
 SAN BERNARDINO, SEPT. 13, 1978
 SCRATCH MAIN EVENT: 1. Dennis Sigalos; 2. Jan Ballard; 3. Ron Preston.
 HANDICAP MAIN EVENT: 1. Tom Morley; 2. Leni Faas; 3. Phil Gagnon.
 DIVISION TWO: Joe Meylor.
 DIVISION THREE: Mark Dettler.
 COSTA MESA, SEPT. 15
 TOTAL AT THE END OF THE FOUR QUALIFIERS:
 a. Dennis Sigalos (3275); 2. Alan Christian (2975); Ron Preston (2275); 4. Mike Bast (2200); 5. Shawn Moran (2025); 6. Bob Schwartz (2025); 7. Gene Woods (2000); 8. Tom Morley (1875); 9. Brad Oxley (1625); 10. Tom Ferris (1600); 11. Mark Cherry (1475); 12. Jim Fishback (1350); 13. Sonny Nutter (1100); 14. Dave Sims (1075); 15. Dan Becker (1050); 16. Steve Columbo (1025); 17. Louis Lindwall (950); 18. John Sandona (850); 19. Dan McNeill (850); 20. Mark Marriott (725).

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Desert Hotline



(Above) Morgan Malocco topped the CRC Rosarito GP, acing Tom Kelly for the win. (Below) Dicing on one of the many Rosarito fireroads.



Malocco blasts Baja, takes win at CRC Rosarito GP

By Jerry G. Welton

ROSARITO BEACH, MEX. SEPT. 17 After the 10-mile point, Morgan Malocco (400 Yam) took the lead and held it to take the win at California Racing Club's Rosarito G.P.

With the first row underway at 9:45 a.m., Tim Nething (250 Hus) pulled the holeshot with Scot Duncan (250 Yam) in hot pursuit. Malocco caught the hot line in the second row with Tom Kelly (400 KTM) and Mike Mulconery (400 KTM) not far behind. As the course headed east down some fast fireroads, Mike Cole (250 KTM) was among the front runners.

Duncan got by Nething on a fireroad with Malocco and Kelly a short time later. Malocco got out of shape in a washout but kept his sights on Duncan.

Malocco outpowered Duncan about five miles out and headed for the first

uphill. Amateur Mike Palhegyi (250 Suz) was cutting through the Experts as he cut through dust and moved away from the rest of his class. Junior class rider Leon Price (400 KTM) was on the gas as he took advantage of the high speed terrain. Bill Vanderbyl (250 KTM) was also moving up fast in the Amateur class as was Greg Johnston (250 Yam).

The course ran to and along La Mesa Grande after running through some rocks. About three quarters of a lap had gone by when Kelly caught Duncan and had a glimpse of Malocco's dust.

The fast turns and jogs of the Baja course proved to be a major factor as many riders overshot or slid out in sudden curves in the road. Coming over a rise and past the cows, a cornfield, and houses, heading towards the pits was Malocco's dust. Turning the first 19 mile loop in about 22 minutes was quite a ride as Malocco dialed it on through the pits. Kelly was less than 30 seconds behind Morgan and was in a hurry to catch him. Duncan shot in next with big Mike Martin (390 Hus), Palhegyi, Nething, and Al Wurtzel (400 KPW KTM) running quite close at this point.

Early Lightweight leader Kenny Upp (125 Yam) got into a turn too hot and slid off into a fence, putting him out of contention for the day. Scott Atchison (175 Yam) was now the apparent leader.

Since the start was in rows of 10 starting every 10 seconds, it made immediate scoring tough but in the Novice class, Brad Nevins (250 Hus) and Rusty Clarke (125 Hus) were flashing by with the Amateurs as was Q. Dyott (125 Yam).

On the second loop Malocco was daydreaming and Kelly moved to within striking range. Kelly's rear brake was completely used up at this time and he could not stay with Malocco once he worked up. Palhegyi continued to dominate the Amateur class, getting past Martin and Duncan.

Mini rider Gary Curtis (Yam) was enjoying a comfortable but controversial lead over Mark Heth (Yam).

Paul Eddy (250 Yam) got off early in the first lap but was moving well and charging with the front runners. Enduro ace Larry Woodruff (500 Yam) showed the guys how to thump through rocks and slide around turns as he steadily worked his way forward.

At the end of lap two, Malocco came into the last turn in a full lock slide which aroused dozens of cheers from local race fans. Kelly was still hanging in there, depending entirely on his front brake. Palhegyi was guiding his PE 250 around with the utmost precision as he was now pulling away from Duncan and Martin.

The final two laps were extremely fast because everyone got used to the course and the bikes were spreading out.

The third lap saw little change with the exception of Eddy slipping past Beisner when he stopped to assist a downed rider and the Lori Waters (400 Yam)/Jolene Payne (175 CPW KTM) battle in the Women's Division with Waters running without a front brake.

Malocco was gassin' it hard when he came through and set sail for his fourth and final go 'round. Eddy was trying to close the gap on Martin but to no avail and Beisner was still struggling to make up lost time.

As the bright red Midas jersey of Malocco came into view for the final time, the fans in the last turn were mumbling with anticipation. With a fancy slide and roost, Malocco became the overall victor. Kelly came in a couple of minutes later, slightly disgusted with his brakes. Palhegyi did an outstanding job taking third overall and starting back with the Amateurs. Duncan's Mitch Mayes Yamaha was in ahead of Martin's SLO Cycle and Eddy's Pacific Beach Yamaha. Wurtzel and his Cycle Products KTM were doing well considering a three month layoff, but Beisner from behind overtook him. Sodbuster Nething took a well deserved ninth and rounding out the top 10 was small bore winner Scott Atchison (175 Yam).

Novice Brad Nevins (250 Hus) could not be stopped as he took the class win with L bike Rusty Clarke (125 Hus) picking up second. Lori Waters got by Jolene Payne to secure the women's title.

In the Beginner class Gary Biggs took first but from there on it's too early to tell.

Rider opinions ranged widely but most were favorable. The start was delayed 14 minutes due to the Rosarito Mayor not showing up to start the first

of, hopefully, many more Mexico-based races to come

Results

OVERALL: 1. Morgan Malocco, Open Ex (Yam); 2. Tom Kelly, Open Ex (KTM); 3. Mike Palhegyi, 250 Am (Suz); 4. Scot Duncan, 250 Ex (Yam); 5. Mike Martin, Open Ex (Hus); 6. Paul Eddy, 250 Ex (Yam); 7. Doug Beisner, 250 Ex (Suz); 8. Alan Wurtzel, 250 Jr Sr Ex (KTM); 9. Tim Nething, 250 Ex (Hus); 10. Scott Atchison, 175 Ex (Yam); 11. Dean Miller, 250 Ex (Yam); 12. Don L'Allier, Open Ex.

NOV: 1. Brad Nevins (250 Hus); 2. Rusty Clarke (125 Hus).

MINI: 1. Gary Curtis; 2. Mark Heth; 3. Barry Crawford.

WOMEN: Lori Waters.

BEGINNER: Gary Biggs (Open).

Cole cleans CRC's Roadrunner Enduro

By Jerry G. Welton

CALIFORNIA CITY, CA, SEPT. 10

After nearly three months without an enduro, CRC's Roadrunner was a welcome sight. Since there had been such a long enduroless summer, CRC decided to keep the course simple with strong emphasis on time keeping.

The 7 a.m. key time was intended to keep riders from overheating, but slightly overcast skies secured a suitable temperature. An 18 mph start speed was easy to maintain with the trail winding around the desert floor, perfect for Beginners. At 12.9 miles out the speed changed to 24 mph, but the terrain stayed somewhat the same. A couple of fireroads were used as well as raw desert.

At the completion of lap one, 30.6 miles, five riders had finished with zeros. Gail Aveveti, 200cc B, was accompanied by Ron Smith, 80cc B; Steve Jensen, 80cc B; Tommy Paris, 80cc A; and Chris O'Connor, 80cc C, for the top one-loop score.

Loop two was a bit more challenging than the first and also had an 18 mph start speed. Using several six-foot drainage ditches and road crossing before leading to a hill was quite fun with some riders getting stylish. The top average of the lap was 30 mph, but good markings and a slight breeze kept the course safe and clean. The long-awaited check turned up after cresting the last hill. The 18 mph speed was comfortable as the course shot up a sandwash.

The 21 mph creep to the last check on loop number two proved too much for many people as they arrived early. Lalo Salgado, 250cc C; Tim Williams, Open C; A.L. Gilbert, Open C; Gary Rose, 250 C; and Bob Jackson, Open C Plus 35, all had zeros for their two lap efforts.

Loop number three was worth the 61.5 mile wait for it consisted of the Rand Mountains. The 24 mph takeoff speed was lowered to 21 mph at the first check as they ran through some neat canyons, hills, and downhills.

The 30 mph average put the A riders on their toes in the rollers and canyons. When the trail dropped out of the mountains and down by the dry lake everyone was check watching, but the 18 mph speed and flat ground turned up nothing for several miles until returning to the hills. From this point on to the finish a 21 mph speed was kept completing the 95.6 mile course at 12:18 p.m. key time. At the end of three, Open A rider Tom Cole had the magic numbers of 0:00 to take the overall victory with Dick Lord, Open B, finishing second with 0:01. Larry Woodruff, Open A; Harry Keast, Open A Plus 35; and Harold Holsted, Open A, each finished 0:02 for the day.



Riders in the CRC Roadrunner Enduro got to speed through the bushes.



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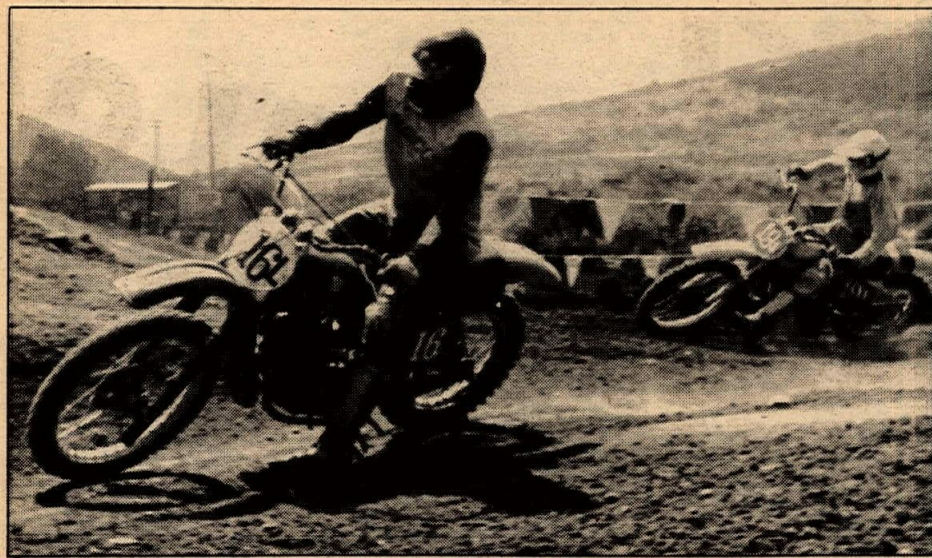
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Beginners in action at Saturday Saddleback Motocross.

Dunlap, Clark take CMMC Barona Oaks MX

By Rod Eschenburg

SAN DIEGO, CA, SEPT. 3
Second time Intermediate rider Kenny Dunlap started a new win streak at Barona Oaks Sunday as the 13-year-old youngster who has been riding competitively for only seven months went two for two in both the Stock and Modified Minicycle classes for 12 to 16-year-old riders. Dunlap's chief competition came from veteran Intermediate riders Mike Monsegur in the Modified Division and Ray Tetherton in the Stock class, but neither rider was able to stay ahead of the charging Dunlap for more than a half a lap. Dunlap also rode the very competitive 100cc Novice Motorcycle class, but after a fourth in the first moto, was sidelined by mechanical trouble in the second while running up near the front.

While Dunlap and Mike Clark in the 9 to 11-year-old Minis were the only double winners Sunday, only flat tires kept new member (this year) Chris Lance from a sweep of the Stock and Modified classes for Novice riders 12-16-years of age. As it happened Lance was able to hold on for a two for two victory in the Modified class as his tire went on the last lap of the first moto, but in the Stock class the tire went flat early and he had to drop out of the first moto, coming back for another win in the second round. Seems he was running just a little too low a rear tire pressure, and the severe jumps of the lightning fast Barona Oaks course were causing rim-cutting. The Stock Novice 12-16 class was taken by Billy Evans who scored a tie-breaker second moto win over April Dunlap for his career first win.

In Motorcycle action, Ken Warne returned to grab a tie-breaker from Jeff Nuss in the 125cc Novice class as newcomer Rick Kenyon showed lots of style with a smooth third overall. The outstanding Motorcycle class, however, was the 100cc Novice class, as visiting Paramount, CA rider Mike Paulino came up with a tie breaker win over local favorite Tim Hale.

Results

105cc MINI: 1. Danny Jones (Suz); 2. Kenny Dunlap (Suz); 3. Terry Murray (Suz).
EX MOD MINI: 1. Scott Swift (Suz); 2. Danny Jones (Suz); 3. Chris Swift (Suz).
EX ST MINI: 1. Chris Swift (Suz); 2. Scott Swift (Suz).
INT MOD MINI (12-16): 1. Kenny Dunlap (Suz); 2. Mike Monsegur (Suz); 3. Scott Brown (Suz).
INT ST MINI (12-16): 1. Kenny Dunlap (Suz); 2. Ray

Tetherton (Suz); 3. Mike Monsegur (Suz).
INT MOD MINI (9-11): 1. Jon Jon Belisle (Suz); 2. Charlie Sampson (Suz); 3. Danny Ray (Suz).
INT ST MINI: 1. Ronnie Lechien (Yam); 2. Mike Healey (Suz); 3. Jon Jon Belisle (Suz).
NOV MOD MINI (12-16): 1. Chris Lance (Yam); 2. Billy Evans (Suz); 3. Taylor Marcell (Yam).
NOV ST MINI (12-16): 1. Billy Evans (Yam); 2. April Dunlap (Suz); 3. John Phillips (Suz).
NOV MOD MINI (9-11): 1. Mike Clark (Yam); 2. Kyrene Frampton (Yam); 3. Brad Johnson (Yam).
NOV ST MINI: 1. Mike Clark (Yam); 2. Brad Johnson (Yam); 3. Chris Morgart.
MINI (6-8): 1. John Conney (Yam); 2. John Flares (Suz); 3. Roger Ogle (Yam).
JR CYCLE MOD (6-11): 1. Mike Healey (Suz); 2. Sean Frampton (Suz); 3. Scott Zastrow (Ind).
JR CYCLE ST (9-11): 1. Scott Zastrow (Ita); 2. Sean Frampton (Suz); 3. Charlie Sampson (Suz).
JR CYCLE ST (6-8): 1. Steve Hale (Ita); 2. Ronnie Thomas (Suz); 3. John Conney (Suz).
PEE WEES (0-6): 1. Danny Hembree (Suz); 2. Jamie Conney (Suz); 3. Miguel Abarca (Suz).
125cc INT M/C: 1. Jeff Almond (Yam); 2. Todd Lesser (Suz); 3. Brian Thomas (Yam).
125cc NOV M/C: 1. Ken Warne (Suz); 2. Jeff Nuss (Suz); 3. Rick Kenyon (Suz).
100cc NOV M/C: 1. Mike Paulino (Suz); 2. Tim Hale (Suz); 3. Ray Tetherton (Suz).

Hadley, Gomez nail CMC Speedway 117 MX

By Rod Eschenburg

CHULA VISTA, CA, AUG. 30
Maico rider Arden Hadley had a good tune-up for the CMC \$2000 Pro night championship by grabbing a first in the 500cc Pro Class and running second to Tony Gomez in the 250cc Pro class.

Hadley's win in the 500cc Pro class was at the expense of favorite and 1978 500cc Pro Champ David Gerig who was sidelined by mechanical trouble in the second moto. In the 250cc Pro class there was just no catching Honda-mounted Gomez who had another flawless night with two straight wins. Ditto for the "Flying Flea," Rick Johnson, who blasted a good field of 125cc Pro riders for his fifth win of the season and second place in the final standings. Double champion Clint Hardick, who had the 125cc and 250cc Pro classes won, sat out the night because he bruised his foot in practice and decided to make sure he was well for the big purse show coming up.

The Junior rider classes featured wins by the two Junior riders most talked of this season: Dennis Dunn and Kenny Dunlap. For the second straight week Dunn ripped the 250cc class on his "loaner" Kawasaki and put another good field of 500cc Juniors down on the way to the 500cc Junior Championship. Kenny Dunlap served notice on the Intermediate Mini riders as he ran right with them in the combined class on the final night and



Val Tamietti, CMC 500cc Pro winner, pauses for some refreshment.

completely outdistanced the rest of the Junior field.

Results

500 PRO: 1. Arden Hadley (Mai); 2. Mike Tripes (Hon); 3. Tim Marsh (Mai).
250 PRO: 1. Tony Gomez (Hon); 2. Arden Hadley (Mai); 3. David Gerig (Suz).
125 PRO: 1. Rick Johnson (Yam); 2. Scott Anderson (ESC); 3. Mike Tripes (ESC).
500 INT: 1. Tom Nimtz (Yam); 2. Lynn Vick (Mai); 3. Paul Turner (Suz).
250 INT: 1. Greg Meyer (Yam); 2. John Mello (JT-Suz); 3. Rick Relucio (Yam).
125 INT: 1. Bill Curran (Yam); 2. Allen Fox (Vey's); 3. Phil Johnson (Suz).
100 INT: 1. Ken Coon (Yam); 2. Curtis Rough (Suz); 3. Mike Wisneske (Yam).
500 JR: 1. Dennis Dunn (Yam); 2. Randy Norman (Yam); 3. Jack Johnson (Suz).
250 JR (DIV I): 1. Dennis Dunn (Kaw); 2. Mark McNulty (Bul); 3. Mike Rase (Vey's).
250 JR (DIV 2): 1. Gary Graham (Suz); 2. John Satelo (Hon); 3. Mike Palumbo (Yam).
125 JR (DIV 1): 1. Robbie Nolin (Yam); 2. Bryan Maloney (ESC); 3. Kevin Thompson (Yam).
125 JR (DIV 2): 1. Marty Koenig (Suz); 2. Matt Merrill (Yam); 3. Todd Lesser (Suz).
100 JR: 1. Gerald Oakes (Suz); 2. Bob Oakes (Suz); 3. Mike Alvarez (Suz).
MINI INT: 1. Chris Swift (Suz); 2. Scott Swift (Suz).
MINI JR: 1. Kenny Dunlap (Suz); 2. Bob Voorhees (Yam); 3. David Growson (Suz).
WOMENS OPEN: 1. Jaycen Zvirbulis (Yam); 2. Teresa Nolin (Yam); 3. Cindy Monohan (Suz).

Breker breaks loose at SSM MX

By Terry Whytal

ORANGE, CA, SEPT. 2

Husky rider Goat Breker swept the Open Pro class at this week's Saturday Saddleback Motocross.

Desert ace Tom Brooks led the charge of the first moto on his Yamaha closely followed by the Maico of Jim Lowe. Breker had gotten a mediocre start and was running in sixth but soon began working his way up through the pack. On the fourth lap he passed the Yamaha ridden by Chris White to move into third. Two more laps and Breker swept into the lead. White managed to get around Brooks to take over second place and the finishing order was set.

Brad Bielel put his Maico out in front as the second moto started. Jim Lowe was running second and Brooks held down third. Breker again had a bad start but he quickly began picking off riders and worked up into first by the fifth lap. Bielel stayed right with Breker and the two went on to finish 1-2. Brooks again took the third spot and with it third overall behind Breker and Bielel.

Jim Gibson rode his Yamaha to the 250cc Pro win with a sweep of both motos. Suzuki rider Bob Elliot finished second and third place went to Tim Tarantino on a Suzuki.

Suzuki-mounted Matt Tedder won the 125cc Pro class followed by Burt Siler and John Chuastyk, both riding Suzukis also.

Results

500 PRO: 1. Goat Breker (Hus); 2. Brad Bielel (Mai); 3. Tom Brooks (Yam).
250cc PRO: 1. Jim Gibson (Yam); 2. Bob Elliott (Suz); 3. Tim Tarantino (Suz).
125cc PRO: 1. Matt Tedder (Suz); 2. Burt Siler (Suz); 3. John Chuastyk (Suz).
500cc INT: 1. Kory Andrews (Mai); 2. Bill Farington (Yam); 3. Paul Isoqmilla (Yam).
250cc INT: 1. Scott Kinner (Yam); 2. Mike Goefry (Mai); 3. Kenn Hamilton (Suz).
125cc INT: 1. Bryan Maloney (Suz); 2. Dart Hitt (Suz); 3. Terry Beron (Yam).
500cc JR: 1. Glenn Glass (Yam); 2. Bob Hueth (Yam); 3. Brian Phillipson (Hus).
250 JR: 1. M. Casey (Yam); 2. D. Biegman (Mai); 3. Mitchell (Suz).
125c JR: 1. Mark Wieda (Suz); 2. Greg McElroy (Suz); 3. Roger McCluskey (Yam).
250cc BEG: 1. Bob Jimenez (Suz); 2. Danny Bentley (Suz); 3. Nicky Trenino (Yam).
OLD TIMERS: 1. Warren Wright (Mai); 2. Al Saterla (Mai); 3. Bruce Hoover (Mai).

Tamietti, Gibson, Lunde win at CMC Saddleback MX

By Mark Kariya

ORANGE, CA, SEPT. 3

The IRC tire people kicked in a \$2000 Pro purse as well as tires and T-shirts for top places in all classes of Continental Moto-sports Club's motocross at Saddleback.

Mr. Shigeru Uno from the IRC export department was on hand to view the action, help distribute shirts and talk to riders.

After the gate dropped for the first 500cc Pro moto, Bill Rubly maneuvered his DMG-sponsored Maico into the lead with Val Tamietti (Mai) keeping pace behind him. Randy Rodriguez (WSM), Luke Messer (Mai) and Bob Bourne (Yam) filled the next spots.

Making his move on lap nine, Tamietti managed to pull alongside Rubly as they flew off a jump. On the outside line, Tamietti turned it on a little more to stay even with Rubly as they went around an uphill bend to the right.

This put him on the inside for the next turn—a left—and when they rubbed elbows, Rubly backed off for an instant letting Tamiatti in first.

Rodriguez had his hands full holding off Messer the whole moto. Despite Messer's constant and heavy pressuring, Rodriguez successfully held on to third.

Tamiatti was never headed in the second moto. He appeared to be just cruising in front letting the others fight for whatever was left.

Rubly ran second until he overshot a berm on lap six, consequently going over a short hill. He had trouble getting back up the loosely-packed incline in order to re-enter the course where he left and ended up in back of the pack.

Messer gladly took over the runner-up spot and held it for the rest of the moto.

Bourne, who had been behind Messer, dropped out on lap six to make it Bielec, Jewell and Rodriguez dicing for third.

Jewell got by Bielec on lap eight with Rodriguez doing likewise the next lap. Rodriguez, not content with fourth, hounded Jewell until he went high in a corner letting Rodriguez through.

In the first moto of the 250cc Pros, David Williams got the holeshot, much to his surprise. His Maico's motor blew last week so he borrowed a friend's stock barrel for today. It did more than expected.

However, Jim Gibson was sitting in second on his missile thinly disguised as a Yamaha. Williams held the lead until the fifth lap at which time Gibson took over for good. Williams had a good grasp on second, though, despite slowing a bit in the last half of the moto when his engine started ping-pong.

Steve Blackman (Mai) and Ron Turner (Yam) rode three-four practically the entire moto.

Tim Lunde (Mai) started last after his front wheel climbed up someone else's back wheel, effectively felling him. He got back up in last and carved his way through the pack, getting by Tim Tolar (Suz) then West Sutton (Mai) on lap nine to earn fifth. Tolar switched places with Sutton a lap later.

Turner jumped to the front at the start of moto two. Gibson was more than willing to relieve him of the spot, though, and did so before the end of the first lap. Nobody touched him from that point on.

Donnie Hansen (Yam) tried his best to snatch second from Turner but came up empty, settling for third after an attempted pass off the downhill failed when his motor temporarily drowned in the mud and water at the bottom.

Williams held fourth until he dropped out on lap six; Tolar saw his chance to get by Tamiatti on the same lap and passed him on the downhill for fourth. Tamiatti eventually faded to eighth.

Lunde came from back in the pack again and after following Tolar for three laps, did him in on the 11th go 'round.

Lunde did well in the 125cc Pros, too. In moto one, he followed Tolar for two laps before taking the shrieking "Roo" past him and on to the win.

Rick Johnson (Yam) bounced around in third with Scott Anderson (Esc) fourth. Tony Gomez brought his Cole Brothers RM from seventh to fourth on lap four, pushing Anderson to fifth where he finished.



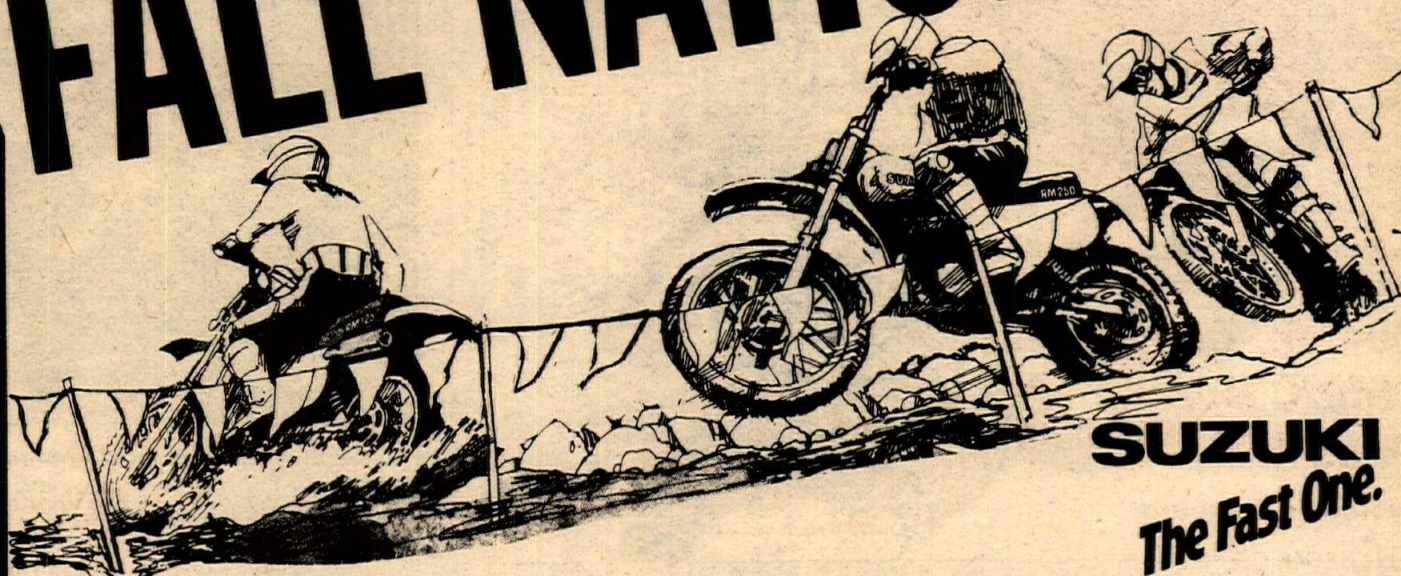
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Tim Lunde grabbed the CMC 125cc Pro class on Kelvin Franks' Roo.

Johnson got by Tolar at the halfway point; Gomez did likewise three laps from the end.

Moto two saw Lunde ride to an unimpeded victory. If it had been road racing with lap money, he would have gone home richer by twofold.

There was action aplenty for second, though. Tolar fended off Johnson until lap six when Johnson found his way by on the north end of the track.

However, both Tolar and Gomez motored by Johnson when his front end washed out right after completing lap seven. He was up and away quickly, getting by Gomez two laps later. When the white flag came out, he had wrangled his way around Tolar and cruised in second to the checkered.

Results

MINI JR: 1. Tony Tetone (Suz); 2. Dave Odem (Suz); 3. Todd Hewatt (Yam).
 MINI INT: 1. Mike English (Yam); 2. Mark Toyama (Yam); 3. Ray Hernandez (Yam).
 100 JR: 1. Jeff Camarigg (Yam); 2. Dirk Doucette (Yam); 3. Ernie Becker (Suz).
 100 INT: Robert Ormetin (Yam).
 500 PRO: 1. Val Tamiotti (Mai); 2. Luke Messer (Mai); 3. Randy Rodriguez (WSM).
 500 INT: 1. Mike Niccum (TNT); 2. Jeff Conlin (Hus); 3. Alan Olson (Mai).
 500 JR: 1. Mike Guerra (Mai); 2. Phil Davy (Mai); 3. Joe Pena (Yam).
 250 PRO: 1. Jim Gibson (Yam); 2. Ron Turner (Yam); 3. Tim Lunde (Mai).
 250 INT: 1. Scott Johnson (Hon); 2. Mike Foley (Mai); 3. Ron Blanton (Hon).
 250 JR: 1. Juan Benavidez (Yam); 2. Jeff Tracy (Suz); 3. Scott Adam (Yam).
 125 PRO: 1. Tim Lunde (Fra); 2. Rick Johnson (Yam); 3. Tim Tolar (Suz).
 125 INT: 1. Scott Johnston (Suz); 2. Joe Bonetti (Esc); 3. John Chwastyk (Suz).
 125 JR: 1. Al Metzger (CH); 2. Steve Grangetto (Suz); 3. Harvey Perez (Suz).

Lunde, Hadley, Hess top \$2000 CMC Speedway 117 MX

By Rod Eschenburg
 Photos by Photocross

CHULA VISTA, CA, SEPT. 6
 Displaying some of the finest motocross racing ever seen at Speedway 117, the Continental

Moto-sports Club Night Pro Championships were a fitting finale for the season at the border track. While the \$100 bonus for a triple win by a Pro was not in jeopardy, a double win appeared to be a certainty by Randy Hess as he went two for two in the 125cc class and had the 250cc class locked up with another two for two effort going for him until sliding down in the second moto while way out in front. Getting up in near last place, Hess gave the fans a real thrill as he charged back for a third overall at the final checker.

Tim Lunde picked up the 250cc class win over Arden Hadley after he (Lunde) had suffered a similar slide down in the 125cc class while running very close to winner Hess. Arden Hadley (Mai) had the best night of the Pros as he took a hard fought 500cc class moto series from Maico rider Val Tamiotti. Tamiotti ran away with the second moto, but a third in the first wiped him out, as all Hadley had to do was stay in the second spot for the win. The battle for third in the 500cc class was equally torrid, with Suzuki-mounted David Gerig taking a squeaker over top Honda rider Marty Tripes.

Moving back to the 125cc Pros, two youngsters who have the veterans really worried, ran second and third as Rick Johnson and Scott Burnworth finished in that order overall. Johnson's second came off an incredible third in the first moto after a hard fall which put him last after two laps and the "never give up kid" came back for the third place. The second moto had Rick up front until the last two laps when Hess' experience put him back in front for a two for two victory. Burnworth ran steady all night and came up with the third place over two other freshman Pros, Chris Harrold and Scott Meyer.

The 125cc Pros were supposed to be a battle between the 1-2 finishers in the 1978 CMC/TRIVIC Championships, Clint Hardick and Tony Gomez, but Hardick re-injured his foot in the first moto of the 125cc class and Gomez, who came up with a strong placing in the second moto, had a 10th



Huff Hadley (31) and Scott Anderson (683) go for it in the 125cc Pros at CMC Speedway 117 motocross, where \$2,000 was up for grabs to the Pros.

in the first moto after a combined mechanical failure and a spill.

By far the most impressive performance of the night in your reporter's eyes was the riding of Val Tamiotti, who was one of the few Pros who had never ridden the Speedway 117 course. While not winning an overall during the night, Val was faster in each lap of competition and wound up with a final moto win and second overall in the 500cc class and a fourth in the 250cc class. Consider this: 250cc class, 7-3; 500cc class, 3-1! Arden Hadley's "practice" rides during the last month of competition paid off as he picked up a \$325 payday.

A special event for minicycles was held, with \$225 in gift certificates by Escondido Subaru, Escondido Suzuki and U.S. Minicycle Racing Assoc. held for "Open" Mini riders (riders over the CMC age limit, motorcycle card holders, etc.) and it looked like an easy \$100 certificate for first moto winner Scott Burnworth (R&D Suz) as he smoked the whole field by 100 yards. Burnworth, fresh off his 1978 Grand National Minicycle Championship was supposed to win, right? Well, Yamaha-mounted Bryan Antonacci apparently wasn't convinced. Halfway through the final lap of the second moto Antonacci went by Burnworth for the win and a tie-breaker overall victory! All in all a great night of racing, marred only by tropical "Stormin' Norman" who undoubtedly held down some of the L.A. participation. Hey, here in San Diego we had to water the track! Thanks from all of us at Speedway 117 to all of you riders for a great season and a great finale.

Results

500 PRO: 1. Arden Hadley (Mai); 2. Val Tamiotti (Mai); 3. David Gerig (OP-Suz);
 250 PRO: 1. Tim Lunde (Suz); 2. Arden Hadley (Mai); 3. Randy Hess (Suz).
 125 PRO: 1. Randy Hess (Suz); 2. Rick Johnson (Yam); 3. Scott Burnworth (Suz).
 500 INT: 1. Lynn Vick (Mai); 2. Ron Tuzinsky (Hus); 3. Tom Nimtz (Yam).
 250cc INT: 1. Rick Relucio (Yam); 2. Kirk Grissom (Hon); 3. Bill Silvers (Yam).
 125cc INT: 1. Allen Fox (Vey's); 2. Tim Theodore (Suz); 3. Curtis Rough (Suz).
 500 JR: 1. Dennis Dunn (Yam); 2. Randy Norman (Yam); 3. Charles Millard (Yam).
 250 JR: 1. Dennis Dunn (Kaw); 2. Mark McNulty (Bul); 3. John Sotelo (Hon).
 125 JR: 1. Bryan Maloney (ESC); 2. Dale Gutzmer (Yam); 3. Larry Millhone (Suz).
 OPEN MINI: 1. Bryan Antonacci (Yam); 2. Scott Burnworth (Suz); 3. Robbie Nolin (Yam).
 JR MINI: 1. Bob Voohees (Yam); 2. Ron Seymour (Yam); 3. David Crowson (Suz).

Robertson takes two in AME Bosch Summer Series standings

By Jan Atkinson

VALENCIA, CA, SEPT. 1

Summer is over and so is the annual American Motocross Enterprises Bosch Series at Indian Dunes. The six-week series attracted 600 riders in 19 classes for some of the best racing all year. There were no trophies for the top finishers of the series but awarding of the contingency prizes was made to the top three riders in each class tonight as regular racing resumed.

In both the 250cc Pro and 500cc Pro class the same three riders dominated the entire series. Greg Robertson on a Can-Am, Andy Jannings and his Honda, and Jim Tassano on a Yamaha finished 1-2-3 in both classes. Jannings carries the number one plate in both classes in regular AME racing. A newcomer to the Pro ranks, Pete Snorteland on a Honda from Murry's Accessories, came on strong at the beginning of the series but illness forced him to quit at the halfway mark. Look for him to challenge this trio of winners.

The 250cc Intermediate class went to the final moto of the final race with a four way tie for first place. As they crossed the finish line on the final lap it was Don Bizzy (Suz) first, Mark Parkerson (Suz) second, Brian Cheresheff (Hon) third, and Jerry Ireland (Yam) fourth. They took those positions in the final series point totals also. Second place Mark Parkerson turned Pro after the series concluded but injured his hand in practice his first AME race so hasn't seen Pro action yet.

Results

MINI JR: 1. Andy Nellinger (Suz); 2. Don Kokinda (Yam); 3. Mike Moss (Yam).
 MINI INT: 1. Eddie Green (Suz); 2. Chris McCauley (Yam); 3. Ted Kniep (Suz).
 MINI EXP: 1. Pat McConnell (Yam); 2. George Curnutt; 3. Louie Franco (Yam).
 100 JR: 1. Ron Norwoods (Suz); 2. Brian Fountain (Yam); 3. Nick Larson (Yam).
 100 INT: 1. Darel Francis (Yam); 2. Todd Broussard (Yam); 3. Gary Reichenbach (Yam).

Darrell Shultz Picks the Pockets of the Factory Pros

100 exp: 1. Brook Bolstad (Yam); 2. Allen Hooper (Yam); 3. Randy Harden (Yam).
100 PRO: Jim Simons (Yam).
125 JR: 1. Dave Welfer (Suz); 2. Steve Hess (Suz); 3. Danny Bartholomew (Suz).
125 INT: 1. Dana Berg (Suz); 2. Perry Cendro (Suz); 3. David Baker (Suz).
125 PRO: 1. John O'Mara (Suz); 2. Jim Holley (Yam); 3. Edwin Arnet (Suz).
250 JR: 1. Blake Schwartzman (Mai); 2. Dave Hooper (Hon); 3. George Wagner (Yam).
250 INT: 1. Don Bizzy (Suz); 2. Mark Parkerson (Suz); 3. Brian Chereskoff (Hon).
250 PRO: 1. Greg Robertson (C-A); 2. Andy Jannings (Hon); 3. Jim Tassano (Yam).
500 JR: 1. Roger Sinker (Yam); 2. Ron Wade (Mai); 3. Andy Richard.
500 INT: 1. Jerry Beaman (Suz); 2. Joe Blanchard (Mai); 3. Jeff Nickler (Suz).
500 PRO: 1. Greg Robertson (C-A); 2. Andy Jannings (Mai); 3. Jim Tassano (Mai).
VET JR: 1. Phil Haskell (Yam); 2. Jim Atkinson (Yam); 3. Tim Harris (Yam).
VET EXP: 1. Joe Brown (Mai); 2. David Rogers (Suz); 3. Rick Hall (Yam).
WOMEN'S: 1. Pat Holland (Hon); 2. Mercedes Gonzales (Suz).

Jannings, Haugh, Stubblefield nab AME Sprockets night MX wins

By H. Richard

BAKERSFIELD, CA, SEPT. 2
Open Pro rider Andy Jannings (Cole Bros. Maico) put together another win for himself at American Motocross Enterprises night motocross at Sprockets Park.

In the first moto it was Jannings, followed by Bill Hagen (Yam/Murry's) in a close battle for second with Steve Richard (Mai-Canoga Park Suzuki) in close pursuit of Hagen. Hagen and Richard battled the entire moto, but at the end it was Jannings crossing the line in first, with Hagen nabbing second and Richard taking third.

The second moto saw Dave Haugh (Mai-Canoga Park Suzuki) get the holeshot with Jannings (Cole Bros. Maico) in second. The battle was going on again between Hagen and Richard for third. At the end of the race it was Haugh, Jannings, Hagen, and Richard. But the overall win went to Jannings with second going to Hagen and third going to Richard. Haugh made it look easy in the 250cc Pro race with two back to back wins. Jannings had to settle for second place. AME has a halftime Race of Champions with the top two Pros from the 250, Open and 125cc classes running the course backwards. It proved to be quite a duel between 125cc Pro rider Jeff Stubblefield and 250cc Pro rider Dave Haugh. From the start it looked like Stubblefield had the race but Haugh made a hard drive to take the win and the money home.

In the 125cc Pro class it was Jeff Stubblefield who took home top honors with two back to back wins.

Results

MINI JR: 1. James Bennett (Suz); 2. Lyle McPherson (Yam); 3. Craig Fruta (Yam).
MINI INT: Chris McCauley (Yam).
MINI EXP: 1. Jeff Stanford (Yam); 2. Pat McConnell (Yam).
100 JR: 1. Bobby Wright (Suz); 2. Preston Wade (Yam); 3. Ralph DeLorto (Suz).
100 INT: 1. Richard Ising (Yam); 2. Jeff Hendriks (Yam); 3. Randy Morales (Yam).
100 EXP: 1. Jim Coffey (Yam); 2. Randy Hardin (Yam).
125 BEG: 1. Carleton Batey (Hon); 2. Steve Mongei (Suz); 3. Bob Reynolds (Suz).
125 JR: 1. Bruce Thompson (Yam); 2. Gary Laird (Suz); 3. Paul Hager (Suz).
125 INT: 1. Greg Boren (Suz); 2. Brain Williamson (Yam); 3. John McCauley (Suz).
125 PRO: 1. Jeff Stubblefield (Suz); 2. Mike Willis (Suz); 3. Steve Schmits (Suz).
250 JR: 1. Jeff Lindley (Suz); 2. Dennis Rushing (C-A); 3. John Jacobson (Yam).
250 INT: 1. Darren Oliver (Yam); 2. Rick Denney (Suz); 3. Jay McDonald (Hon).
250 PRO: 1. Dave Haugh (Mai); 2. Andy Jannings (Hon); 3. Kirk Sturgeon (Hon).
500 JR: 1. Carl Casanova (Yam); 2. Bruce Jeanfreau (C-A); 3. Robert Hixson (Mai).
500 INT: 1. Rob Abernathy (Yam).
500 PRO: 1. Andy Jannings (Mai); 2. Bill Hagen (Yam); 3. Steve Richard (Mai).



Darrell Wins Again. This time the Dirt Diggers 250 GP.

On top of his spectacular performance in the 500cc Nationals, Darrell again challenged the factory teams in the 20th Annual Dirt Diggers classic at California's Escape Country on Sept. 10th. Lackey, Mosier, Eierstedt, DiStefano, Weinert, Semics, Reid, Tripes — they were all there. America's fastest new star stuffed the top money in his leathers with a moto win and a second. Like he has done all season — campaigning on his own, riding a Maico Magnum —

Darrell showed how fast he is. Cycle editors call him the greatest new talent in years — good enough to earn a Maico factory ride for the '78 Trans-AMA Series. Watch him all through the fall series take his red Maico to the front of the pack. He's not the first to make his name on a Maico. But, he just might make you forget about all the riders before him. He's more proof that if you're out to make a reputation on a dirt bike, you better see your Maico dealer.

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CAN AM: This is the most powerful 250 engine going. They are the result of years of power development and are made right next door.

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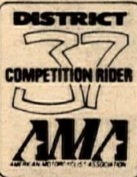
I did not mention Yamaha, Harley Davidson, Bultaco or Ossa because we already know they are proven winners. Any of these 8 engines are ready and willing to win a National Championship. What I am trying to say is - let's get to work. I for one am tired of seeing 1 or 2 brands win every time, aren't you? If I left out your brand, don't despair, there are 4 more just as good as those noted.

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Todd Peterson scored second 125cc Pro at OCIR behind Tim Lunde.

Lunde scores two at CMC OCIR night MX

By Tom Corley

IRVINE, CA, SEPT. 1
Night motocross at OCIR is back! The last race ever held on its grounds was in November 1976 and since then it was rumored to participants and fans that racing would fire up again. There were several tentative dates that were tried yet no racing was promoted at all. Then International Raceways and Parks Inc. finally sunk a whole lot of money into the plan and before you knew it, a totally new motocross racing facility was created.

Well tonight was the re-opening of night motocross at OCIR and Stu Peters and his Continental Motorsports Club was handling the program.

For this first race at OCIR there were just under 150 riders but the names were well known. The superstar of the evening was CMC Number One Tim Lunde who ate up both the 125 and 250cc Pro classes. Amazing as it is Tim ended up with four moto wins, quite a feat considering the names he was up against.

In the 125cc Pro competition Lunde blasted the others including second and third place Todd Peterson and Huff Hadley.

Tim Lunde put away the heavy 250cc Pro class on his Maico and this included Val Tamiotti who scored a 4-2 which gave him the second place dollars over Dennis Briggs and Scott Gillman.

Results

MINI JR: 1. P. Loncarevish (Yam); 2. Mike English (Yam); 3. Brad Gnegy (Suz).
100 JR: 1. Scott O'Hara (Suz); 2. Jim Carroll (Yam); 3. Pete Dickey (Yam).
100 INT: Eddie Drake (Hon).
125 JR: 1. Al Metzger (CH); 2. S. Jacobson (Yam); 3. Scott King (Suz).

125 INT: 1. Mark Gale (Suz); 2. Randy Skinner (Suz); 3. Dan McLeod (Yam).
125 PRO: 1. Tim Lunde (Suz); 2. Todd Peterson (Suz); 3. Huff Hadley (Suz).
250 JR DIV 1: 1. M. Chandler (Yam); 2. Scott Mays (Hus); 3. Jim Jenkins (Yam).
250 JR DIV 2: 1. Chuck Cheek (Yam); 2. Joe Armstrong (Suz); 3. Jeff Orberg (MM).
250 INT: 1. Brian Sherrill (Suz); 2. Mark Denning (Yam); 3. Frank Pilato (Hon).
250 PRO: 1. Tim Lunde (Mai); 2. Val Tamiotti (Mai); 3. Dennis Briggs (Kaw).
500 JR: 1. Jim Anley (Yam); 2. D. Schloesser (Suz); 3. Ray Pisarski (Suz).
500 INT: 1. Dan McLeod (Yam); 2. Jeff Conlin (Hus).
500 PRO: 1. Bill Rubley (DMG); 2. Val Tamiotti (Mai); 3. Scott Cavness (Suz).

O'Mara, Jones jump at AME night MX

By Jan Atkinson

VALENCIA, CA, SEPT. 8

The International track at Indian Dunes has been changed for the first time in seven years. For the last three weeks there has been something new every Friday night. A change made in the turn below the dropaway two weeks ago was returned to its original course tonight, but changes made on the back straight and two of the turns remained. This made racing more interesting, if not tougher, for riders used to the old track.

The first moto of the 125cc Pro race saw Willy Simons, John O'Mara and John Welchel finish 1-2-3. Edwin Arnet, on his Suzuki from Cole Brothers, was first off the line in the second moto followed by Willy Simons DG Yamaha from DG Yamaha, and John O'Mara on his Al Baker-sponsored Suzuki. Arnet kept the lead for the entire race while Simons and O'Mara dived for the next two positions. O'Mara stayed alert and finally passed Simons in the fifth lap but never could catch up to Arnet. O'Mara took the first overall, followed by Simons, Arnet and Welchel.

The second moto of the 250cc Pro event started with Dave Haugh on his

Maico from Canoga Park Suzuki getting the holeshot with Bobby Jones on his CH Performance Products Honda right behind him. Haugh and Jones changed positions three times before their eight laps were over, showing how competitive this class is. But Jones kept the lead the second time he got it and finished the moto and the night with a first. Haugh took second overall and Andy Jannings on his Honda out of Murry's Accessories took third.

Results

WOMEN: 1. Crystal Calderon (Hon).
MINI JR: 1. Mike Moss (Yam); 2. Gary Szilagyi (Suz); 3. Brian Calderon (Hon).
MINI INT: 1. Cindy Dumo (Suz); 2. Doug Gentry (Suz); 3. Billy Fullmer (Yam).
MINI EX: 1. Erik Kehoe (Yam).
VET EX: 1. Terry Dorsch (Yam); 2. Keith Phillips (Suz); 3. Rick Hall (Yam).
100 BEG: 1. Ralph DeLorto (Suz); 2. Don McCramer (Yam); 3. Mike Bess (Yam).
100 INT: 1. Todd Broussard (Yam); 2. Richard Isino (Yam); 3. Ron Norwoods (Suz).
100 EX: 1. Randy Harden (Yam).
100 PRO: 1. Jim Simons (Yam).
125 BEG: 1. Russell Nowlin (Suz); 2. Scott McCormack; 3. Daryl Hanbleton (Suz).
125 BEG: 1. Russell Nowlin (Suz); 2. Scott McCormack; 3. Daryl Hanbleton (Suz).
125 JR DIV 1: 1. Danny Bartholomew (Yam); 2. Scott Nish (Yam); 3. Steve Heath (Suz).
125 JR DIV 2: 1. Nick Katsandris (Suz); 2. Randy Jones (Suz); 3. Steve Shover (Suz).
125 JR DIV 3: 1. Norman Wilson (Yam); 2. Mark Gray (Yam); 3. Martin Garner (Yam).
125 INT: 1. Greg Martinez (Suz); 2. Chris Bercau (Suz); 3. Brad Williams (Suz).
125 PRO: 1. John O'Mara (Suz); 2. Willy Simons (Yam); 3. Edwin Arnet (Suz).
250 BEG: 1. Gerald Schattl (Hon).
250 JR DIV 1: 1. Doug Nelinger (Hon); 2. Don Angel (Suz); 3. Bob Fisher (Hon).
250 JR DIV 2: 1. Brian Woods (C-A); 2. Chuck Hervean (C-A); 3. Steve Biase (C-A).
250 INT: 1. Brad Williams (Suz); 2. Mike VanAcker (Hon); 3. Kevin Kratz (C-A).
250 PRO: 1. Bobby Jones (Hon); 2. Dave Hough (Mai); 3. Andy Jannings (Hon).
500 JR: 1. Gary Kawakami (Mai); 2. Bob Dunham (Yam); 3. Bill Throckmorton (Mai).
500 INT: 1. Roger Sinker (Yam); 2. Jeff Nickler (Suz); 3. David Sprint (Hon).
500 PRO: 1. David Haugh (Mai); 2. Andy Jannings (Mai); 3. Bill Hagen (Yam).

Vets rock DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, SEPT. 10

The Senior Veteran's class at DeAnza was unusually strong last Sunday. In spite of that, it was Crown Cycle's Dan Moore (Mai) on top of both motos. When they filed on to the track for moto one, it was Bill Burkhart (Mai) in command, but in less than two laps, Moore had taken over. Meanwhile, the race for third place was the closest one on the track with three riders going for it. John Wilson (Yam) had it until lap three when he dropped back and the spot was inherited by DeAnza racing manager Ed Michetti (Mai). Michetti held the spot for a little while, but he has just been out of the saddle too long. He began to poop out early in the race and Doug Van Dozen (Hus) took over for him. The checkered flag saw Moore first, then Burkhart, Van Dozen, Michetti and Steve Symanski (Suz).

In moto two, Michetti jumped into the lead. For three laps, he held off the rest of the pack, but once again, his endurance proved to be less than it should be. Moore took command while Michetti fell back to fifth place. The last moto and the overall results went Moore, Burkhart, Van Dozen, Wilson and Michetti.

In the 250cc Expert class, it was the same old story. Honda of Corona's Phil Thorstensen (Hon) continued his winning streak, making it eight motos in a row. This week it was Dave Eropkin (Yam) and Tim Scully (Hon) who tried to dethrone him by pushing him in both motos. In the first round



Kevin Olson (6) battles Todd Schaeffer in DeAnza's 250cc Intermediates.

Scully was right on Thorstensen's tail throughout the race, while Eropkin worked to make up for a middle-of-the-pack start. Scully was just close enough to keep Thorstensen honest, but he never managed to get by. Eropkin finished third ahead of Joe Price (Mai), Bob Broten (Yam) and R. E. Wall (Yam).

Thorstensen took the holeshot in round two, but this time it was Eropkin who made him work for his money. Scully remained a safe distance behind the leaders for the entire race. Overall it was Thorstensen, Eropkin, Scully, Price, Broten, and Bill Capin (Suz).

The 250cc Intermediate race was one of the most exciting of the day. Brandon Baldwin, riding for Redlands Suzuki, was the man to get the holeshot in the first bout. He led for less than two laps before Kawasaki-mounted Jerry Treckleton got by. Baldwin then began to have problems with his Suzuki that eventually caused him to DNF. Walt Olson (C-A) then took over the second spot ahead of Billy Saylor (Yam) and Mark Bottorff (Yam). Walt's brother Kevin Olson (Mai) got off to a eighth place start, but on lap six he moved past Bottorff for fourth place. Three laps later, Kevin passed Saylor and then found himself in second place as his brother dropped out with a flat tire. By the end of the race, Treckleton had a good lead ahead of Olson and Saylor.

Joey McManus (Suz) jumped into the lead of the final round. Walt Olson, however, pushed his Can-Am around McManus on the third lap. Treckleton fell early in the race and was hard at work making up for lost time. Kevin Olsen was also behind the pack, but by the fifth lap, he was in

second place pushing his brother. Finally Walt gave in and Kevin shot into the lead. By this time, Treckleton was in fourth place looking for a way around McManus. In the last few laps, Treckleton found a hidden burst of speed that carried him past McManus and Walt into second position where he finished behind Kevin. The overall results went Olson, Treckleton, Saylor, McManus and Bottorff.

Another top name in DeAnza's 250cc Intermediate line-up is Mike Meshkoff. This week, however, Meshkoff was in the Open class on a borrowed Maico. The big 440 and he must have gotten along well because he took two strong first places against first-time Intermediate Terry Strickland (Yam) and Whitey Gregory.

Results

MINI BEG: 1. Peter Cervantes (Suz); 2. Steve Van Dozen (Suz); 3. Todd Parker (Suz).

MINI NOV: 1. Don Sigrist (Yam); 2. Gary Carney (Yam); 3. Skip Godinez (Suz).

MINI INT: 1. Ronnie Eversole (Suz); 2. Tim Gregory (Suz).

100 BEG: 1. Jay Bacon (Suz); 2. Darrel Batley (Suz); 3. Steve Voznick.

100 NOV: 1. Jim Patterson (Yam); 2. Keith Meyer (Ric).

125 BEG: 1. David Deffleiter (Suz); 2. John Tebeau (Suz); 3. Rick Thomas (Hon).

125 NOV: 1. Richard Hoffman (Suz); 2. Joey Thomas (Suz); 3. Jeff Wagner (Suz).

125 INT: 1. Bart Hitt (Suz); 2. Greg Gracer (Kaw); 3. Mark Gutebier (Suz).

125 EX: 1. Robert Gray (Yam); 2. Craig Gormley (Yam); 3. Andy Orescanin (Suz).

250 BEG: 1. Eric Beingesser (Hus); 2. Joe Foley (Suz); 3. Joe Specchio (Suz).

250 NOV: 1. Robert Ripley (Suz); 2. R. O. (Yam); 3. Dave Loyd (Yam).

250 INT: 1. Kevin Olson (Mai); 2. Jerry Treckleton (Kaw); 3. Billy Saylor (Yam).

250 EX: 1. Phil Thorstensen (Hon); 2. Dave Eropkin (Yam); 3. Tom Scully (Hon).

OPEN BEG: 1. Ron Vallelunga (Suz); 2. Bill Fleming (Yam); 3. Kenny Austin (Suz).

OPEN INT: 1. Mike Meshkoff (Mai); 2. Terry Strickland (Yam); 3. Whitey Gregory (Mai).

OPEN EX: 1. Jim Lowe (Mai); 2. Ron Tebbis (Hus); 3. David Aleman (Yam).

SR VETS: 1. Dan Moore (Mai); 2. Bill Burkhart (Mai); 3. Doug Van Dozen (Hus).

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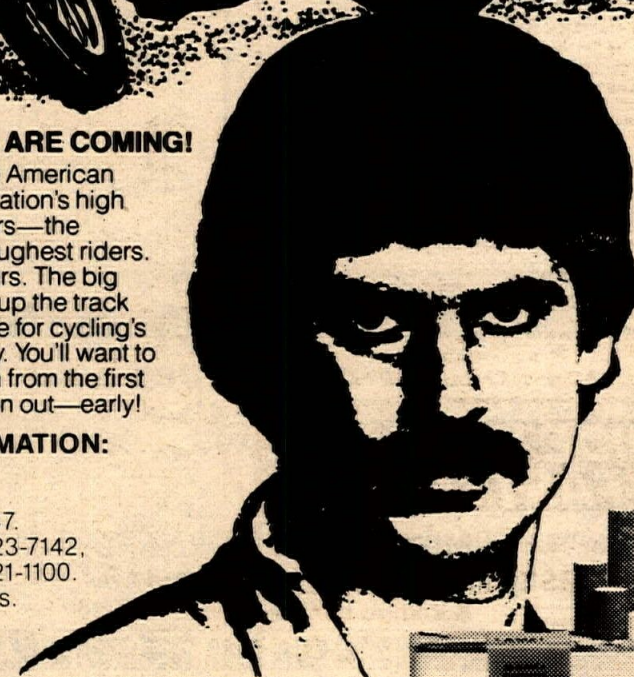


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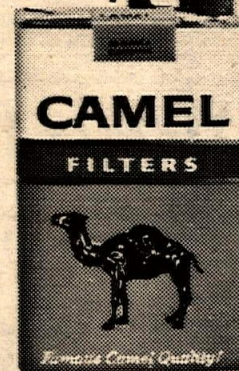
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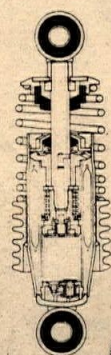
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John O'Mara topped the AME 125cc Pros in the Bosch Series finale.

AME Bosch Series comes to a close

By Tom Corley

VALENCIA, CA, AUG. 25

One of the most impressive night-time motocross series ever held came to a close this Friday evening at Indian Dunes. The American Motocross Enterprises Bosch Summer Series had its final bout and after six straight successful races, promoter Jerry Shore would like to thank the more than generous sponsors of the series including the Robert Bosch Co., Electro Helmets, Spectro Oil and JD Engineering.

A consistent 300 riders a night showing took place during this spectacle and the final event had a fantastic full-house turnout with 25 different classes. The Pro showing was superb and the 500cc Pro thriller was certainly something to watch. The most advertised racer around this track is probably Greg Robertson and his win this time in this class showed just why he gets a write up from the press. Kolbe Cycles has taken a keen interest in Robertson and their total support is paying off. Greg ate up the 11 other competitors in both motos, taking first overall a decent cash prize to boot. Jim Tassano listed his bike as being a MAC but whatever he rides he does well. Jim scored a 4-2, which gave him the second place green over third place Andy Janning of Sepulveda. Steve Rawson headed off the rest of the angry pack, which included Mark White (Hus), Bill Hagen (Yam), Greg Torgerson (Yam), Rusty Hunt (Yam), Steve Richard (Yam), Ned Bassotti (Ma) and Mike Bosworth (C-A).

Results

MINI JR: 1. Andy Nelinger (Suz); 2. Mike Moss (Yam); 3. Don Kokindo (Yam).
MINI INT: 1. Doug Gentry (Suz); 2. Eddie Green (Suz); 3. Ron Eversole (Suz).
MINI EXP: 1. Louie Franco (Yam); 2. Pat McConnell (Yam); 3. George Curnutt (Yam).
125 PRO: 1. John O'Mara (Suz); 2. Jim Holley (Yam); 3. Jimmy Crowder (Suz).
125 INT (DIV II): 1. Bill Recchia (Suz); 2. Bobby Ryan (Suz); 3. Perry Cendro (Suz).
125 INT (DIV III): 1. Greg Martinez (Suz); 2. Dana Berg (Suz); 3. David Baker (Suz).
125 JR (DIV I): 1. Dave Wefler (Suz); 2. Steve Hess (Suz); 3. Danny Bartholemew (Suz).
125 JR (DIV II): 1. Mark Chikasawa (Suz); 2. Bryan Alexander (Suz); 3. Steve Cordero (Suz).
125 JR (DIV III): 1. Nick Young (Yam); 2. Greg Norkus (Suz); 3. Ken Lee (Suz).

125 BEG: 1. Bill Averill (Suz); 2. Robert Lawrence (Suz); 3. Phil Eckhardt (Suz).
WOMEN'S DIV: 1. Roxann Swanson (Hon); 2. Pat Holland (Hon).
100 INT: 1. Darryl Francis (Yam); 2. Todd Broussard (Yam); 3. Tommy Bence (Suz).
100 EXP: 1. Brook Bolstad (Yam); 2. Allen Hopper (Yam).
100 PRO: 1. John Whelchel (Suz); 2. Jim Simons (Yam); 3. Rick Johnson (Suz).
100 JR: 1. Ron Norwood (Suz); 2. Brian Fountain (Yam); 3. Nick Larson (Yam).
250 PRO: 1. Greg Robertson (C-A); 2. Mike Brown (Suz); 3. Jim Tassano (Yam).
250 INT: 1. Don Bizzy (Suz); 2. Jerry Ireland (Yam); 3. Ty Cline (Hon).
VET JR: 1. Phil Haskell (Yam); 2. Dennis Warner (Yam); 3. Ed Ogden (Yam).
VET EXP: 1. Joe Brown (Mail); 2. David Roger (Suz); 3. Richard Hampton (Mail).
250 JR (DIV II): 1. Dave Hooper (Hon); 2. Thomas Martinet (Hon); 3. George Wagner (Yam).
500 PRO: 1. Greg Robertson (C-A); 2. Jim Tassano (Mail); 3. Andy Janning (Mail).
250 JR (DIV III): 1. Rob Myerly (Suz); 2. Eddie Fisher (Yam); 3. Scott Sasala (Suz).
500 INT: 1. Jerry Beaman (Suz); 2. Jeff Nickler (Suz); 3. Joe Brown (Mail).
500 JR: 1. Roger Sinker (Yam); 2. Ray Gibbs (Yam); 3. Ron Wade (Mail).

Ring goes for two at Speedway 117 TT

By Rod Eschenburg

CHULA VISTA, CA, SEPT. 1

The race of the night was the free-for-all Money Race for TT motorcycles as Al Finan "promoted" a \$110 purse by charging the riders only a buck to ride it and getting the rest of the money from the spectators! About 20 riders started the Money Race, which was held prior to the second moto heats or Main Events, and when the mud had settled (no dust ever—well hardly ever—on a Don Basile track) Ward Ring had a win and a \$50 bill and second place and a \$30 bill (didn't know they made 'em) went to Dennis Dunn who had an otherwise bad night. It paid to fifth with Al Glover, Jim McMurren and Sid Carlson following in that order.

Regular program action featured a two for two moto win by 250cc point leader Ben Meyer with a really charging ride to a second overall by Cal Rayborn Jr., who really had everything going right and he put down veterans John Mello and Keith Lynas. Dennis Dunn had his problems all night as he could only come up with a sixth overall in the 250cc class and a fifth in the Open Main because a spill



Jim Holley (10J) leads a pack of 125cc Pros through a corner at AME's Indian Dunes night motocross. Edwin Arnet (53) and Jerry Shore (1) follow.

in the qualifying heat required him to come out of a second row start after a semi win. Point leader Ward Ring had little trouble all night as he picked up an easy win over Jim McMurren in the Open Main after the Money Race win.

The ATCs (All Terrain Cycles) are getting tougher each week, with more riders and the veterans getting more and more experienced. Fourteen riders went postward in the 90cc Stock division, and when everything was said and done, second place point rider Todd McLauchlan had his first overall victory as he went two for two over point leader Steve Wright.

In the 113-132cc class (with another big field of riders) Todd Tierney scored his third straight victory over second place point rider Perry Thompson. Point leader Mike Harding, who once had a big lead, now sees Thompson right behind him and Tierney not that far back in third. The Friday night ATC and TT program will continue at Speedway 117 through Sept. 22.

Results

TT MOTORCYCLES
125cc: 1. Chuck Meyer (Yam); 2. Clyde Pacheco (Yam); 3. Johnny Brockman (Kaw).
250cc: 1. Ben Meyer (Yam); 2. Cal Rayborn, Jr (Kaw); 3. John Mello (Yam).
OPEN MAIN: 1. Ward Ring (Yam); 2. Jim McMurren (Yam); 3. Al Glover (Yam).
MONEY RACE: 1. Ward Ring (Yam); 2. Dennis Dunn (Yam); 3. Al Glover (Yam).
ATC SCRAMBLES
POWDER PUFF (90-121cc): 1. Vicki Shipman; 2. Shelly Beale; 3. Kathy Hernandez.
POWDER PUFF (OPEN): 1. Marte Matte; 2. Lisa Lippincott; 3. Vicki Coulter.
70 STOCK: 1. Larry Russell; 2. Jim Zinn; 3. Tom McConnell.
90 STOCK: 1. Todd McLauchlan; 2. Steve Wright; 3. Jim Baxter.
91-112cc: 1. Bob Gilliam; 2. Phil Finch; 3. Jim Babbitt.
113-132cc: 1. Todd Tierney; 2. Perry Thompson; 3. Pat O'Dell.
M/C ENGINE: 1. Rick Winkelman (250 Suz); 2. Ace Williams (360 Yam).
MOD ODDESSEY: 1. Dave Schalley; 2. George McMaughlan; 3. Gary Bryant.

Shoemaker sizzles at AME Indian Dunes MX

By Tom Corley

VALENCIA, CA, AUG. 27

Indian Dunes Motorcycle Park is consistently having good moto-

cross races and today it was the American Motocross Enterprises showdown and the program consisted of 19 classes.

Mike Shoemaker is one man who deserves his share of ink for a good day's performance. Shoemaker clobbered the 125cc Pro pack and landed a third place spot in the 250cc class. Mike has support from International M/C. His Yamahas are just the trickiest with hot accessories such as LOP swingarms, Fox Shox and Simons forks.

Shoemaker usually races in the bigger bore contests, but today showed his speed in the ultra fast 125cc Pro battle. Mike soared out in front of the speedy group in the first moto and his experience on the big bikes really played a part in this race. He captured the win and was being tracked down by Jeff Drummen (Suz) and Jeff Stubblefield (Suz). The second moto was in favor of Shoemaker again as he held off the rest and tagged the first place position a ways in front of Drummen and Stubblefield. Needless to say, Shoemaker bagged the best part of the dough. Second place bucks went to Drummen while Stubblefield edged out Mark Abler (Suz).

Results

500 PRO: 1. Andy Jannings (Mail); 2. Dave Haugh (Mail); 3. Bill Hagen (Yam).
250 JR: 1. Rob Myerly (Suz); 2. Brian Ames (Yam); 3. Dave Harris (Mail).
500 INT: 1. Rob Abernathy (Yam); 2. Joe Brown (Mail); 3. Michael Robinson (Yam).
250 INT: 1. Mark Bledsoe (Yam); 2. Tony Walker (Yam); 3. Richard Anaya (Suz).
250 PRO: 1. Eddie Cole (C-A); 2. Tracy Oswell (Suz); 3. Mike Shoemaker (Yam).
250 BEG: Erin Buskirk (Suz).
500 JR: 1. John Larson (Suz); 2. Robert Campitelli (Mail); 3. Paul Villa (C-A).
VET-JR: 1. Don Merritt (Hus); 2. Randy Hodges (Suz).
VET-EXP: 1. Joe Brown (Mail); 2. David Rogers (Suz).
125 BEG: 1. Gary Cohen (Suz); 2. Eric Johnson (Yam); 3. Paul Echardt (Suz).
WOMEN'S DIV: Pat Holland (Hon).
100 JR: 1. Chuck Penny (Suz); 2. Jeff Hendriks (Yam); 3. Don McCraner (Yam).
100 INT: 1. Richard Ising (Yam); 2. Todd Broussard (Yam); 3. Tommy Bence (Suz).
100 EXP: Randy Harden (Yam).
100 PRO: Jim Simons (Yam).
125 PRO: 1. Mike Shoemaker (Suz); 2. Jeff Drummen (Suz); 3. Jeff Stubblefield (Suz).
125 INT (DIV II): 1. Jim Pappe (Suz); 2. Mark Moscrop (Yam); 3. Bobby Ryan (Suz).
125 INT (DIV II): 1. Mark Sirota (Suz); 2. David Baker (Suz); 3. Rusty Wageman (Yam).
125 JR: 1. Nick Young (Yam); 2. Chris Marsh (Suz); 3. Randy Jones (Suz).



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NORTHERN DATELINE



(Above) Double title holder in the ZAP/CMC Series, Larry Wosick, and 250cc Pro champ Chris Grewer (below) in action at Crown Nine.



A pair of riders dice on the dust of Pescadero's Crown Nine Park.

Wosick, Grewer grab ZAP Series Titles

By Paul Castoro
Photo by Video Productions

PESCADERO, CA, SEPT. 3
Moto-X Fox rider Larry Wosick put the icing on the cake at the Crown-Nine Motosport Park as he rode a pair of Chuck Tannilund-prepared Suzukis to capture the ZAP/CMC Summer Series 125cc and Open Championship motocross titles. East Bay Honda's Chris Grewer fought off a last-ditch drive from Balwin Cabinets' Curt Wilcox to claim the 250cc Pro crown.

An unfortunate pair of accidents in the support class combined with the Pacific Ocean darkness made it necessary for ZAP MX director Larry Kleist to cancel the day's final Pro motos.

Going into the day's only 250cc Pro round saw Chris Grewer (Hon) and Curt Wilcox (Hon) tied for the series class lead. Grewer wasted no time in taking over as he jetted his Honda up the long start hill with Joe Headly (Hon), Phil Douglas (Hus) and Jeff Jacobson (Hon) pursuing closely behind. Wilcox was involved in a first turn tangle, but quickly remounted at the tail end of the 20-rider pack. Also playing catch-up was Monterey's Chris Hackman on his Gene Hackman-prepared Yamaha as both campaigners were storming through the pack with wild abandon.

Up front it was still Chris Grewer in command as his Steve Grewer-tuned mount never missed a beat. Headly was keeping Grewer honest while a tight tussle was developing for the third position as Jacobson, Douglas, Will Akers and Wilcox were really mixing it up. Wilcox made his move at the halfway mark and radically roosted around Akers' Yamaha, then he quickly disposed of Jacobson and Douglas to gain third. Time ran out for Wilcox as Grewer received the checkered flag for the moto win and

prestigious 250cc series title. Following Grewer were Headly, Wilcox, Jacobson, Akers, and Tom Ross (Hon).

The 125cc Pros saw Wosick riding his maiden race for the Fox team, easily taking the day's laurels and 125cc Professional title. Fred Tunncliff (Pleaston Suz) and Kent Woods (Action Cycles Suz) started off the day racing as they hit the first corner together. When the pack came out of the backsection it was now Wosick, Tunncliff, Woods and Kent Classen trailing. Classen plugged in the power to jolt past Woods on the steep downhill, but still wasn't satisfied with his third position and roosted his Yamaha around "the Tunni" on lap five. The lanky Wosick paced himself well, and easily held off Classen.

At 7:00 p.m. the day's (night's?) final Open moto was run with Curt Wilcox (Yam), Larry Wosick (Suz), Neal Snarr (Suz) and San Mateo Yamaha's Kipp Classen leading the charge up the ever-changing Pescadero course. Wosick snatched the top spot by passing Wilcox on the tricky sidewall section while Classen powered his big bore KTM ahead of the Fred Parsons-prepared Suzuki of Neal Snarr to capture third. Maico riders Steve Marvic, Robert Condgon and Dave Mythen were grouped behind. By the halfway mark Wosick had built up a comfortable 15-second lead over Baldwin rider Curt Wilcox. With darkness shadowing the track, Wosick went on to win with Wilcox, Classen, Snarr, Douglas, Condon, and Mythen trailing. Wosick picked up the ZAP Open title with Kipp Classen gaining second and Shawn McConn placing third overall in the \$4000.00 series.

In Intermediate and Novice support class motos, John Swan captured the Open Intermediate series title with Novice rider Don Jensen gaining enough points to place second overall, top Open Novice. Tom Ross really came on strong as the Honda rider copped the 250cc support group crown with Irv Achziger, Tim Hunter and King Peters placing behind. Young Jeff Akers bested the large contingent of 125cc support riders. Mike Sprenger, Rod Williams, Doug Imura,

and Bill Lawrence followed Akers, grabbing the generous ZAP contingencies.

Results

125 PRO: 1. Larry Wosick (Suz); 2. Kent Classen (Yam); 3. Fred Tunnicliff (Suz).
250 PRO: 1. Chris Grewer (Hon); 2. Joe Headly (Hon); 3. Curt Wilcox (Hon).
OPEN PRO: 1. Larry Wosick (Suz); 2. Curt Wilcox (Yam); 3. Kipp Classen (KTM).
ZAP SUMMER SERIES—OVERALL SCORES
125 PRO: 1. Larry Wosick; 2. Kent Woods; 3. Kent Classen.
250 PRO: 1. Chris Grewer; 2. Curt Wilcox; 3. Shawn McConn.
OPEN PRO: 1. Larry Wosick; 2. Kipp Classen; 3. Neal Snarr.
OPEN SUPPORT: 1. John Swan; 2. Don Jensen; 3. John Handelin; 4. Bob Wosick; 5. Roland Chaloux.
250 SUPPORT
250 SUPPORT: 1. Tom Ross; 2. Irv Achziger; 3. Tim Hunter; 4. King Peters; 5. Rob Seim.
125 SUPPORT: 1. Jeff Akers; 2. Mike Sprenger; 3. Rod Williams; 4. Doug Imura; 5. Bill Lawrence.

CMC/ZAP \$4000 Summer Series

Schlag scores Sand Hill success

By Pat Stroski

BRENTWOOD, CA, SEPT. 8

Troy Barazoto was back out and winning at Sand Hill Ranch night motocross after Dave Parkening had some bad luck, blowing up his Suzuki. Shane Gurlsey crashed hard over the big jump, but this didn't stop him as he got up and was able to ride in the Trophy Dash and his final moto.

The 100cc class saw Rick Olson completely run away with both motos with little competition. Bob Westland took second.

In Division One of 125cc Novice Dave Rodriguez put together another winning combo. Mark Hearn was out and really stayed on Dave all the way, but the third place rider Bob Leipelt was also in the hunt.

John Looney, the local kid from Byron, finally put some good riding skill together to capture a 1-2 combo for the overall win in the second division of 125cc Novices. Tony Carillo rode hard to take second overall with Brent Davis taking third.

Ron Lancaster keeps pushing Big Jim and soon he will be winning the Vets class. Jim rides hard and is hard to beat. Bob Porter was out and smoked the troops in the Old Timers with little competition.

A big turnout in the 250cc Novices saw little Billy Johnson win the final moto for a first overall. The flying Frenchman Tedd Trudeau passed Johnson, but could not hold back his hard drive. Tedd ended up second overall with John Silva taking third.

Jens Ritter, riding out of San Francisco, won the Open Novice again. Jens fell in the second moto and was in last place but picked up and proceeded to pass riders at will to take the win.

Joey Schlag was the winner again in the Experts Friday night. Gary Johnson and Joey are really having a duel in the class each week. Gary won the first moto, but crashed in the final. Bobby Sullivan, who was the king last year at Sand Hill, was out after some layoff and got a DNF.

Results

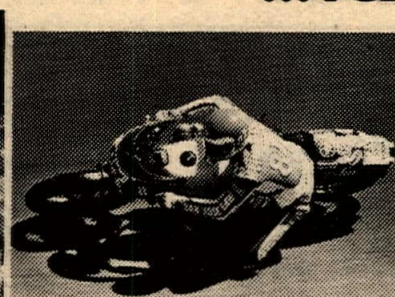
MINI 80 NOV: Troy Barazoto (Yam).
100 MINI NOV: Rick Olson (Yam).
100 SPORTSMAN: Bob Westland (Yam).
125 NOV DIV 1: 1. David Rodriguez (Suz); 2. Mark Hearn (Yam); 3. Bob Leipelt (Suz).
125 NOV DIV II: 1. John Looney (Yam); 2. Tony Carillo; 3. Brent Davis (Suz); 4. Rob Jackman (Hon).
OPEN JR: Paul McGrath (Yam).
VETS: Jim Hartbauer (Yam).
OLD TIMERS: Bob Porter (Hus).
250 NOV: 1. Bill Johnson (Yam); 2. Tedd Trudeau (Suz); 3. John Silva (Yam); 4. Paul Stratman (Hon); 5. Jerry Wallgren (Suz).
OPEN NOV: 1. Jens Rytter; 2. Pierre Preseau (Mon).
150 EXPERT: 1. Joey Schlag (Yam); 2. Gary Johnson (Yam).

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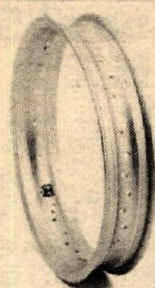
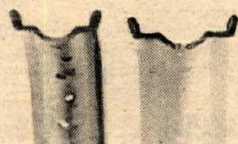
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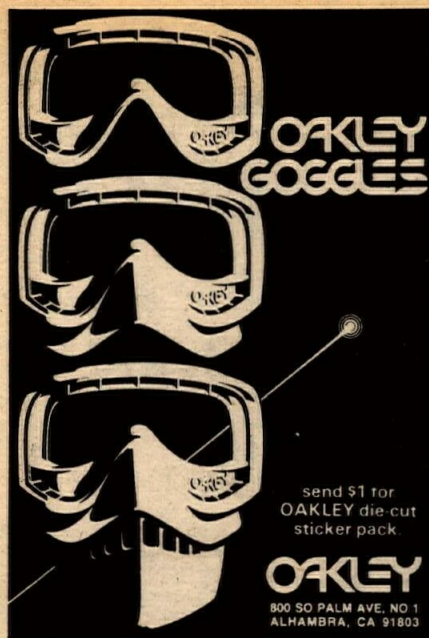
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NORTHERN DATELINE



Motocrossers met the mud at Washougal and occasionally they lost.

Mud, mire, mini mother at Washougal MX

By Jan Newman

WASHOUGAL, WA, AUG. 20
It was one of those days where conditions were so rotten that the course was altered drastically, the rules were bent as far as possible to aid struggling participants and a sort of sadistic good humor prevailed. The good humor spread even to the riders but not while they were participating, for the most part. It surfaced only after they'd had time to wipe the top layers of mud out of their eyes and catch a second wind.

The Open Pros started the day. Barney Newman (Mon) got the holeshot and at the end of the first lap was the only rider not totally brown. He stayed that way until Skeet Hise (Yam) splashed by midway through the moto. The second moto looked like a rerun but as Skeet started to make his move just ahead of the one lap flag, Barney gassed it and Skeet was simultaneously splattered from head to toe and stuck — not mudily but mechanically.

The combined Open Juniors and Intermediates rode second, or tried to. The big hill became a great problem for them in the first moto. If they'd given trophies for total mileage traveled up and down in the attempt to get over the top rather than how many times you went by the lap counters the results may have been much different. Matt Waldron (Bul) became the only surviving Intermediate and John Semmler (Yam) was the top Junior. These guys proved one thing in their first moto, the big hill was impassable.

Montey Mitchell (Mai) and Skeet Hise (Yam) took turns leading, falling down and battling with Jeff Howard (Suz) through both motos of the 250cc Pros.

The leaders of the first 125cc Pro moto really had lousy luck. Clay Azar (Yam) led for a couple of laps but was last seen trying numerous unsuccessful stabs at the only remaining hill in the course. Jim DeRosa (Suz) took over and grabbed an incredible lead while Jim Anderson (Suz) was off in the woods doing an environmental impact survey. Anderson got back up to

second but stood no chance of catching DeRosa. No chance, that is, until DeRosa's bike stopped dead with two laps left. One lap later Chris Selnes (Suz) suffered some tense moments when his bike ran out of gas. He managed to prime it through to finish second. Anderson dominated the second race.

One mini mother deserved the trophy more than her offspring. Sean Lechner (Yam) was prepared with the best help a Mini rider could hope to have today. His mother followed the entire course helping him pick up his mud-laden bike each time he fell. After two motos, Mrs. Lechner was totally covered with slime, having fallen herself in the slippery goo, but Sean took home a first place trophy.

Results

MINI JR: 1. Darren Monen (Suz); 2. Tom Bushler (Hon); 3. Troy Dempsey (Suz).
MINI INT: 1. Sean Lechner (Yam); 2. Bob Cameron (Suz); 3. Jay Vice (Yam).
MINI EX: 1. Craig Lambert (Yam).
100 JR: 1. Jeff Bogle (Yam); 2. Brad Turnidge (Yam).
100 INT: 1. Victor Parrish (Yam); 2. Kelly Jones (Suz); 3. Keith Foidel (Yam).
125 JR: 1. Larry Hoffman (Yam); 2. Peter Parker (Suz); 3. Ron Wylder (Yam).
125 INT: 1. Dan Berke (Yam); 2. Steve Smith (Suz); 3. Randy Crisman (Suz).
125 PRO: 1. Jim Anderson (Suz); 2. Chris Selnes (Suz); 3. Clay Light (Suz).
250 JR: 1. Mark Hitchew (Bul); 2. Dave Waber (Hon); 3. Gary Fraser (Suz).
250 INT: 1. Perry Scott (Hon); 2. David Tobia (Hon); 3. Ron Stevenson (Hon).
250 PRO: 1. Montey Mitchell (Mai); 2. Skeet Hise (Yam); 3. Jeff Howard (Suz).
OPEN JR: 1. John Semmler (Yam); 2. Rex Maughan (Mai); 3. Stan Walters (Mai).
OPEN INT: 1. Matt Waldron (Bul).
OPEN PRO: 1. Barney Newman (Mon); 2. Skeet Hise (Yam); 3. Jerry Pillar (Yam).
OVER THE HILL: 1. Jim Lamkin (Mai); 2. Malcolm Bullemor (Yam); 3. Charley Harter (Mai).
OLD TIMER: 1. John Semmler (Yam).

Schlag edges Johnson at SHR night MX

By P. Stroski

BRENTWOOD, CA, SEPT. 1
Can Joey Schlag be beat? If Gary Johnson keeps going as fast as he did tonight, he will soon be knocking Joey out of the winner's circle. In the final moto at Sand Hill Ranch, these two young riders rode side by side. You never knew who would take the checkered flag until the last and final lap when Joey, riding for Cycle Town in San Rafael, was the winner of the 250cc Experts.

In the 100cc class, Bill Harrison rode his first night race and won both

motos, then came back to win the Trophy Dash.

The 125cc Novice class gets hairy every week with Dave Rodriguez, Mike Mythen, and Dallas Hamilton dueling it out hot and heavy. Tonight's winner in the first division was Dave Rodriguez, after a fierce ride trying to pass Junior Glen Reinberg. Glen won the final moto, but was out of the trophy as he had to win both motos.

Division two of the 125s saw Kent Allen pushing hard to pass Ernie Sanchez. Allen made a mistake and bit the dirt. Andy Taylor, lurking back in third, took advantage of the crash and went by Allen for the overall win. John Looney won the first moto but couldn't keep the pace and had to settle for fourth.

The 250cc Novice class came up with a new winner. Mike Wyatt, riding for Livermore Cycle Supply, had his Suzuki all dialed in for a 1-2 finish. Mike got off in the second moto and came from behind, passing all but John Silva who gave Mike all the competition he could handle tonight.

The Open class saw Big Ken Morgan on his Yamaha TT500 completely run away with room to spare in the first moto. In the final moto Ken was in about fifth place as he went into the tree corner, he hit a slick spot and crashed hard. Larry Steinwandt's 5-1 finish was good for the overall win. Bill Edwards rode consistently for second.

The next Sand Hill Ranch Sunday motocross will be Sept. 17. Remember riders, we now have Livermore Cycle Supply at every race to help you with those broken or forgotten parts.

Results

MINI 80 NOV: 1. Bill Mosemal (Yam).
100 NOV: 1. Bill Harrison (Suz).
125 NOV DIV I: 1. David Rodriguez (Suz); 2. Mike Mythen (Yam); 3. Dallas Hamilton (Suz).
125 NOV DIV II: 1. Andy Taylor (Suz); 2. Ernie Sanchez (Suz); 3. John Looney (Yam).
VETS NOV: 1. John Weltz (Yam); 2. VETS EX: 1. Jim Hartbauer (Yam).
250 nov: 1. Mike Wyatt (Suz); 2. John Silva (Yam); 3. Doug Turpen (Yam).
OPEN NOV: 1. Larry Steinwandt (Hon); 2. Bill Edwards (Yam).
250 EX: 1. Joey Schlag (Yam).

Chew scores fourth win in AFM Sears Point RR

By Karl Okamoto

SONOMA, CA, SEPT. 3
Tom Chew led every lap of 600cc Superstreet en route to winning his third AFM race in a row at Sears Point. Chew (Smokamoto Prod. Yam 350), who won his fourth race this season, commented, "Too bad Danny (points leader Danny Coe) wasn't there. It would have been a better race. I fixed my front brake—it didn't go away after the first three laps like before." Gennady Liubimsky (Harry Hunt RD375) was a good distance behind in second place, and third-place Fred Koren (South City Honda 550) passed Greg Sachs (Sachs Bros. Hon 550) in the last turn after Greg's bike began to puke. Kerry Bryant (Yoshimura/Goodyear Kaw Z-1) won Open Superstreet, with Leroy Gerke (Kawasaki West KZ650) returning from the past to finish second, and Jeff Wise was third.

In 250cc GP action, Glen Shopher (Shoei/Farm House Rest. TZ250) sprinted to an early lead, with Gennady Liubimsky (Hunt TZ250) loitering in second. Five laps later Shopher smashed his knee on a persuader in the turn 7 hairpin and retired in pain, and Liubimsky took



AFM Sears Point 250cc GP runner-up Dave Garoutte leads an unidentified rider. Gennady Liubimsky won the event.

over from there. Meanwhile, Al Collins (Vally Cycle/AAMCO TZ250) moved past Ed Sachs (All Proof TZ250) to dice with a healthy Dave Garoutte (DKG 250). Collins and Garoutte went at it tooth and nail until Collins seized his motor near the finish. Garoutte, recovering from back injuries last month, took second and John Glover wound up third. Paul Ritter brought out his 750cc Aero UnionEuromart Ducati and romped to the Open GP win.

Heavyweight Production was littered with protests and counter-protests after the race, which was won by Vance Breese (Euromart M-G). Protests eliminated fine rides by Syd DeSoto and Frank Batcheller, and Francis Mazur was declared the 750cc Production winner. John Buddenbaum (Palo Alto Yamaha BSA 500) cleaned Larry Schultz's clock in 550cc Production and mentioned, "All I want to do is beat Schultz (Cycle Center/Kanemoto Hon 550). I don't care about winning," even though he did. Jim Boeckel (Yam SR500) was third.

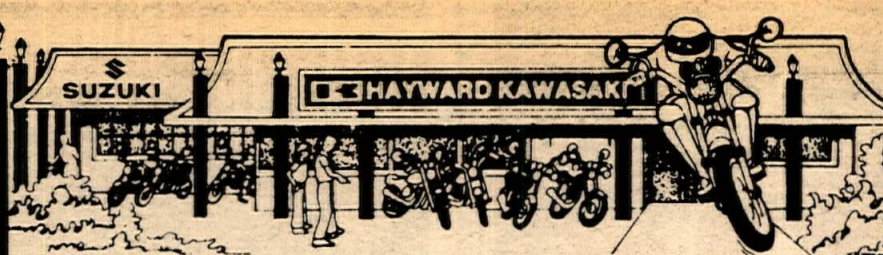
Thad Wolff, in his second outing at Sears, surprisingly opened a big lead and held off Gennady Liubimsky (Hunt RD375) to win 410cc Production. The fight for third came down to the wire between Marc Salvisberg (Old Uncle Gaylord's RD350) and Dale Alexander (Team Cheap/Berkeley Yamaha RD350). The pair was dead even exiting the last turn, and Salvisberg out-horsepowered Dale to the flag despite Alexander's efforts to grab Marc's arm as he pulled away. Wolff's win was the first of two for the day for Specialists II motors, with Steve Sheftel powering his way to first 125cc GP.

John 'Iron Man' Chermak, a familiar face at any West Coast club race, rode his Berkeley Yamaha-sponsored racers to victories in 200cc and 250cc Production. John consistently outran Can-Ams in both races, which is no easy task in the small bore classes. Greg Goodman (South City Honda Kaw 100) prevailed in 100cc GP, and Kevin Kiel (Interpart C-A 125) piloted his Canned-Ham to its umpteenth win in 125cc Production. Marx/Parkinson was the winning sidecar team, and Kurt Knollenberg (Hon 750) triumphed in Open Box Stock.

The next Sears Point AFM race is on Oct. 8th.

Results

SIDECARS: 1. Marx/Parkinson (Suz); 2. Lougee/Hough (MGF); 3. Costa/Bevans.
500 PROD: 1. John Buddenbaum (BSA); 2. Larry Schultz (Hon); 3. Jim Boeckel (Yam).
750 PROD: 1. Francis Mazur (Hon); 2. Kurt Knollenberg (Suz); 3. Willi Scheffer (Hon).
OPEN PROD: 1. Vance Breese (M-G); 2. Brian MacLean (M-G); 3. Bob Ocano (Hon).
100 GP: 1. Greg Goodman (Kaw); 2. Aaron Garfinkel (Yam); 3. Malcolm McCassy (Hon).
125 PROD: 1. Kevin Kiel (C-A); 2. Wayne Kiba (Yam); 3. Jay Hardy (Yam).
200 PROD: 1. John Chermak (Yam); 2. John McClellan (C-A); 3. A.J. Parks (C-A).
250 GP: 1. Gennady Liubimsky (Yam); 2. Dave Garoutte (DKG); 3. John Glover (Yam).
410 PROD: 1. Thad Wolff (Yam); 2. Gennady Liubimsky (Yam); 3. Marc Salvisberg (Yam).
125 GP: 1. Steve Sheftel (Hon); 2. Jeff Leggitt (Hon); 3. Al Collins (Yam).
200 GP: 1. Bill McGrill (Yam); 2. Tom Chew (Suz); 3. Jim Lester (C-A).
250 PROD: 1. John Chermak (Yam); 2. Shura Lewton (C-A); 3. Steve Stirrett (C-A).
500 GP: 1. Dan Spisak (Yam); 2. Mike Braxton (Yam); 3. Eric Heczeko (Yam).
OPEN GP: 1. Paul Ritter (Duc); 2. Kurt Kritikos (Yam).
0-600 SUPERSTREET: 1. Tom Chew (Yam); 2. Gennady Liubimsky (Yam); 3. Fred Koren (Hon).
OPEN SUPERSTREET: 1. Kerry Bryant (Kaw); 2. Leroy Gerke (Kaw); 3. Jeff Wise (Kaw).
410 BOX STOCK: 1. Pat Eagan (Yam); 2. Larry Theobald (Yam); 3. John Kirk (Hon).
675 BOX STOCK: 1. Richard Oliver (Kaw); 2. David Cannon (Kaw); 3. Bernard Boyette (Kaw).
OPEN BOX STOCK: 1. Kurt Knollenberg (hon); 2. Francis Mazur (Hon); 3. Dennis David (Kaw).



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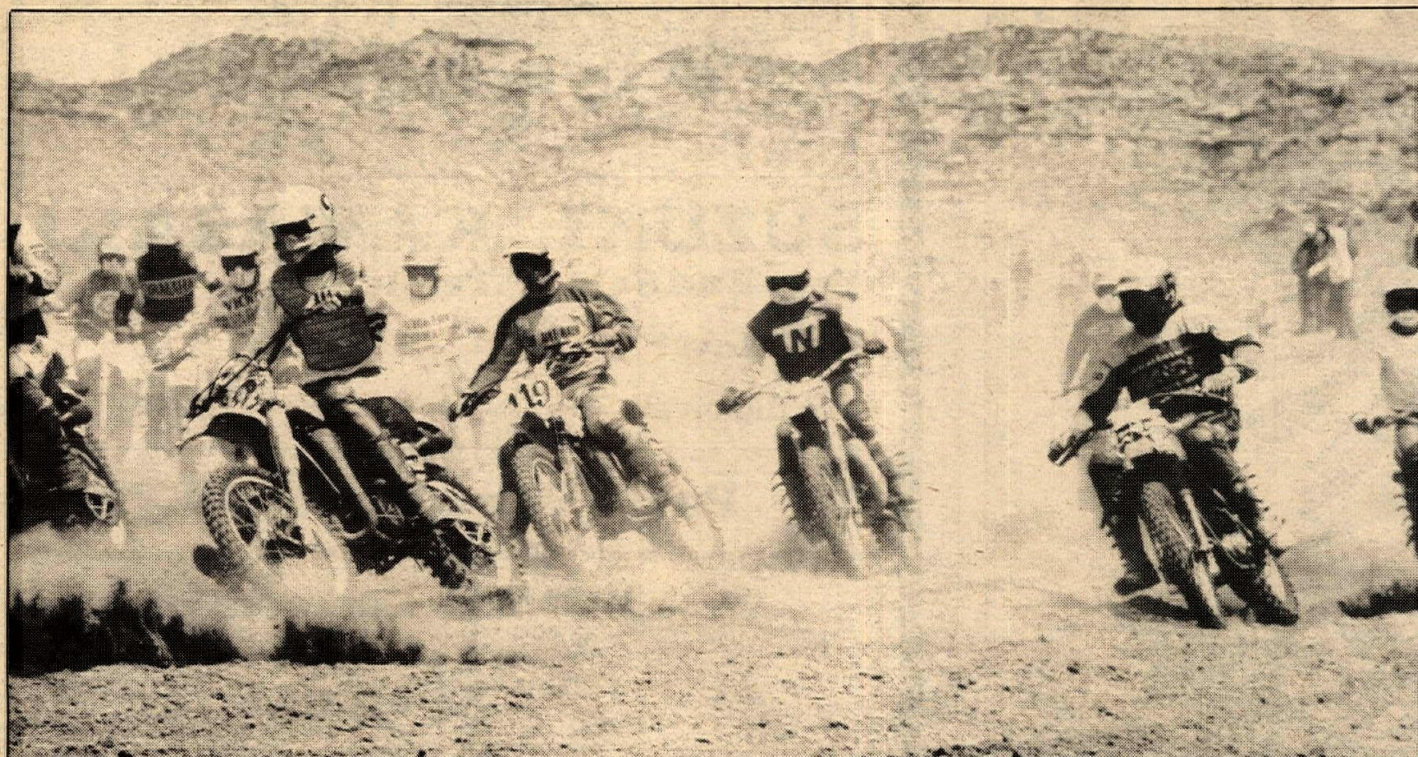
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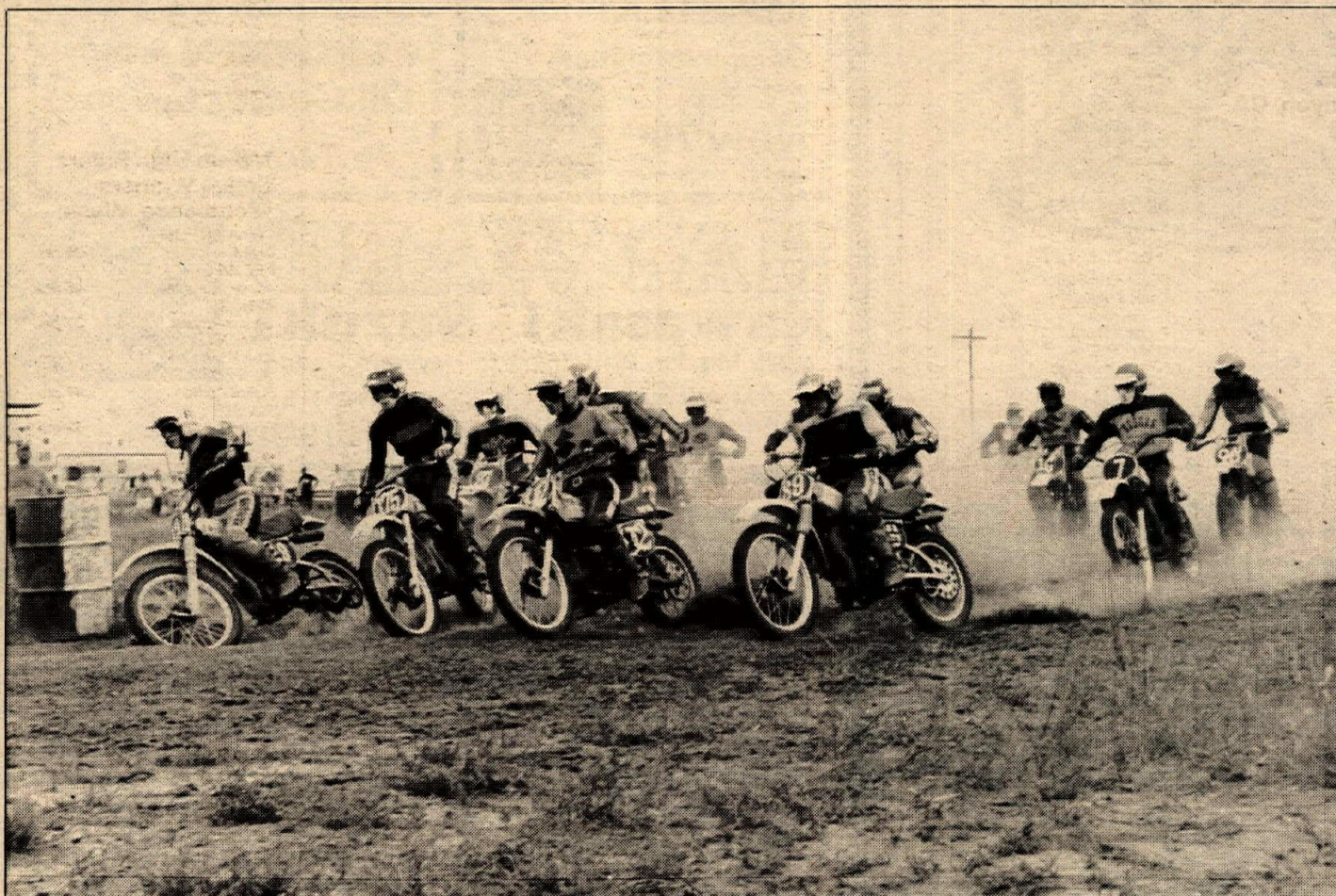


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Aztec 500cc Experts hit the first turn in one massive pack.



A pack of riders fly into the first turn at B&B Raceway's KMSA classic, where Eric Batman left his mark.

Eric Batman dominates KMSA classic

By Larry Vern Chvatal

GREAT BEND, KS, SEPT. 3

Eric Batman won four Expert motos in a row to score first overall in the 250cc and Open Classes at B&B Raceway. Eric had little trouble capturing the Open class by going wire to wire in both heats. The first 250cc Expert moto had Dave Brack in the lead, with Batman running second. Brack led until the halfway point when he was dismounted in an over the bars crash. Dave failed to return to action after receiving medical attention. Batman took command to win the heat and

went on to corral the championship.

Jim Maguim, Kevin Waggoner, and Greg Romine waged war on each other and the field in the 250cc Junior class. Waggoner, this year's current point leader, left the starting gate in what seemed to be slow motion, while Jim Maguim rocketed into the lead. Waggoner finally got on track, moving from mid-pack to second in the first half of the moto. Romine, now in third, followed on Kevin's back door in chase of the streaking Jim Maguim. Waggoner closed to a bikelength and worked a slick pass on B&B's side sweeper. Romine made a bid for second on the last lap, going down hard in the process. In moto two, Maguim again nailed the early lead as Waggoner and Romine were caught in a crowd. Kevin worked a neat pass to move into second, but Maguim was long gone.

Alan Muirhead was the Open Junior champ after a tussle with Howard

Butts. Alan won moto one, while Howard fell and finished fourth. Butts grabbed the lead in moto two and refused to give it away. Muirhead supplied plenty of pleasure, but ended up second in the heat which was good enough for an overall victory.

David Kleusch was soundly beaten by Dan Slezzler in moto one of the Mini class. David came back to win moto two in easy fashion, which clenched him the state Mini championship.

Results

MINI: 1. David Kleusch (Yam); 2. Dan Slezzler (Suz); 3. Lance Fosdick (Yam).
100cc: 1. Kris Kowalski (Yam); 2. Erin Batman (Yam); 3. Eric Unrein (Yam).
125cc JR: 1. Brad Nucholls (Yam); 2. Wes Klechner (Yam); 3. Alan Muirhead (Suz).
250cc JR: 1. Jim Maguim (Yam); 2. Kevin Waggoner (Yam); 3. Greg Romine (Suz).
OPEN JR: 1. Alan Muirhead (Suz); 2. Howard Butts (Suz); 3. Bill Cook (Suz).
125 EX: 1. Mike Dorsey (Yam); 2. Tim Schutz (Suz); 3. Mark Newlin (Yam).
250 EX: 1. Eric Batman (Yam); 2. Tim Schutz (Suz); 3. J.D. Sanderson (Hon).
OPEN EX: 1. Eric Batman (Yam); 2. Mike Dorsey (Yam); 3. Bob Rawson (Suz).



One of Colorado's best, Arlo Englund.

Englund dominates Colorado crossin'

By Dennis Larratt

COLORADO SPGS., CO, AUG. 20

Arlo Englund, of Colorado Springs and riding for Vickery Yamaha, was awesome Sunday at Aztec Raceways. Arlo continued to amaze people as he brought a bike for each Expert class, and proceeded to win six straight motos.

The 125cc Experts took off with Allen Smith and Gary Duncan battling for the lead, with Englund and Albert Firestone working through the pack. By the halfway point, Firestone had gained the lead, followed by Englund, Duncan and Smith, but a destroyed wheel dropped Firestone way back. The second moto saw Englund and Duncan finish 1-2 again with Steve Kolias pulling a strong third.

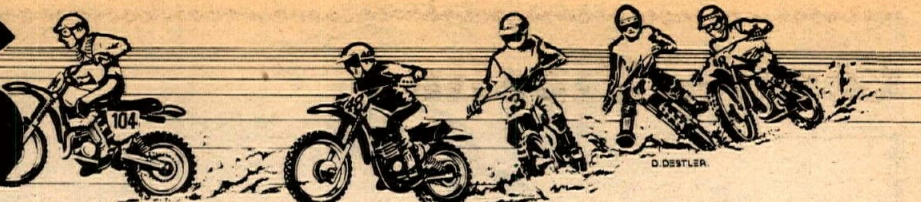
Englund got the lead of the first 250cc Expert moto on the first lap, never to be challenged. Mike Knupp and Craig Lane followed a ways back to pick up second and third respectively. The second moto was highlighted by George Cozzetti, Jr.'s best ride ever. Cozzetti got the holeshot and led for a couple laps until Englund and Boo Stichter got by, with Cozzetti hanging it out until his engine welded itself up.

Englund won both Open Expert motos handily as Bob Moore rode consistently to finish second overall. Stichter came from a half lap down to sixth at the finish in the second moto to edge Dwight Catalano for third overall.

Results

MINI NOV: 1. Jeff Smith; 2. Darren Danko; 3. Randy Cook.
MINI B: 1. Todd Schenzel; 2. Loren McCoy; 3. Bill Williams.
MINI A: 1. Dave Peterson; 2. Ted Loeffler (Suz); 3. Bob Ruby.
100 NOV: 1. Bobby Alarid; 2. Fred Alarid.
100 A: 1. Kent Hornberger.
125 NOV: 1. Chris Weiss; 2. Steve McCarty; 3. Kris Quigley.
250 NOV: 1. Craig Kennedy; 2. Shaun Mikita; 3. Ken Bunn.
OPEN NOV: 1. Curt Poitz; 2. Mike Sage; 3. Steve Pfluger (Suz).
VET: 1. Bill Williams; 2. Harley Thomas.
125 B: 1. Chris Paradisa; 2. Bob Ibold; 3. Doug Danko.
125 A: 1. Arlo Englund (Yam); 2. Gary Duncan (Yam); 3. William Nolan.
250 B: 1. Jeff Burrows; 2. Mike Rasmusson; 3. Dave Hare.
250 A: 1. Arlo Englund (Yam); 2. Gary Glasenapp (Yam); 3. Mark Brozina (Hon).
OPEN B: 1. George Blecka; 2. Clint Rounds; 3. Mark Christon.
OPEN A: 1. Arlo Englund (Yam); 2. Bob Moore (Yam); 3. "Boo" Stichter (KTM).

RESULTS



September 27, 1978 CYCLE NEWS

CMC Friday night MX Sacramento Raceway Sacramento, CA Aug. 25, 1978 By Sallee Hilton

VETERAN JR	Hus
Larry Hartnett	Yam
Mike McKee	Suz
Jack Coulombe	Suz
VETERAN INT	Mai
Bill Grigg	Suz
Fred Romani	Suz
OLD TIMER JR	HD
Jack Stadel	Hus
R.A. Nelson	Hus
Wes Kautzman	Hus
OLD TIMER INT	Hus
Billy Hilton	Yam
Gene Kelso	Yam
Ronald Neubauer	Yam
OLD TIMER EXPERT	
Bob Gabbert	
PEE WEE	Suz
Tallon Vohland	Suz
Anthony Rose	Hon
Eric Kohler	Hon
PEE WEE EXPERT	
Mike Younger	
MINI JR	Suz
Greg Michalec	Suz
Wade Goodwin	Suz
Bob Beintker	Yam
MINI INT	Yam
Kenny Roberts	Yam
Brian Ford	Yam
Steve Bost	Yam
MINI EXPERT	
Tim Aston	Suz
Tyson Vohland	Yam
Phillip Saldivar	Suz
100 JR:	
Mike Sagg	Suz
Kelly Langseth	Suz
Kendall Delk	Suz
100 INT	
Shawn Walkingstick	Yam
Larry Coleman	Yam
John Frampton	Yam
125 JR	
Steve Arena	Hon
Gary Krahmer	Hon
David Gomez	Suz
125 JR	
Bill Ferry	Suz
Tom Lucero	Suz
Vernon Snider	Suz
250 JR	
Gary Pierson	Yam
Steve Arena	Hon
Jim Cruz	Yam
250 JR	
Allen Clover	Suz
Daniel Lodermeier	Yam
Wayne Snow	Suz
OPEN JR	
Dan Steele	Yam
Jeff Steele	Yam
Jeff Heston	Yam
125 INT	
Rick Cervantes	Suz
Robert Presley	Suz
Kevin Ichimura	Suz
250 INT	
Casey Brooks	Hon
Greg Knight	Suz
Mike Haas	Yam
OPEN INT	
Ed Zinda	Mai
Troy Kelso	Yam
Gregory Bailey	Suz
125 PRO	
Dana Waxham	Suz
Freddy Bercier	Suz
Rod Berringer	Suz
250 PRO	
Brian Jodry	Mai
Mike Jennings	Hus
Bill Jamerson	Mai
OPEN PRO	
Brian Jodry	Mai
David Wood	Yam
Starr Needham	Mai

CMC Fri. Night MX Sacramento Rcw. Sacramento, CA Sept. 8, 1978 By Sallee Hilton

ALL PRO	
David Wood	Yam
Mike Haas	Hon
William Robert	Yam
VET JR	
Jack Coulombe	Suz
Art McDade	—
Mike McKee	Yam
VET INT	
Bill RGrigg	Mai
Doug Kohler	—
Dennis Hausmann	Yam
OLD TIMER JR	
Wes Bradwell	Suz
Rogert Sanchez	Suz
Willie Lincomfelt	Mai
OLD TIMER INT	
Gene Kelso	Yam
MINI JR	
Bob Beintker	Yam
Greg Michalec	Yam
Jimmy Jordan	Yam
MINI INT	
Kevin Bixby	Yam
Steve Bost	Yam
Kenny Roper	Yam
MINI EXPERT	
Tim Aston	Suz
OLD TIMER JR	
Nick Norton	Yam
Dick Jobe	Yam
Vern Wood	Yam

MINI EX	
Tim Aston	Suz
PEE WEE	
Anthony Rose	Hon
Eric Kohler	Hon
Dave Beintker	Yam
100 JR	
Tony Serpa	Suz
KLelly Langseth	Suz
Dan Tarp	Suz
100 INT	
Larry Coleman	—
Lance Coleman	—
Shawn Walkingstick	Yam
125 JR	
Jim Holland	Suz
Mark Miller	Yam
Chris Ladd	Suz
125 JR	
Keith Sullivan	Suz
Marty Cunningham	Suz
Dave Gomez	Suz
125 INT	
Steve Arena	Suz
250 JR	
Allen Clover	Suz
Daniel Lodermeier	Yam
Ron Horner	Suz
250 INT	
Casey Brooks	Hon
Greg Knight	Suz
Steve Arena	Hon
OPEN JR	
Jeff Jones	Yam
John Coulombe	Suz
Jeff Heston	Yam
OPEN INT	
Ed Zinda	Mai
Peter Vacco	Bul

Motocross Racing World Trabuco Canyon, CA Sept. 3, 1978

125 PRO	
Mat Tedder	
Greg Waldrup	
Burt Siler	
INT	
Wells Wells	
Doug Jacobs	
Rob Miller	
JR	
Chris Jenkins	
Mike Osenbaugh	
Dave Marrujo	
BEG	
Greg Miyauchi	
John Wolleson	
John Forester	
250 PRO	
Joe Plante	
Ken Ehlers	
Andy Guth	
INT	
Tom Miller	
Mike Blake	
Duane Mapes	
JR	
Ed Abella	
Dave Harris	
Joey Cisneros	
OPEN PRO	
Ron Tebbis	
Dave Foltz	
INT	
Eric Said	
JR	
Gordon Smith	
Ray Pisarski	
BEG	
Paul Baxter	
Kit Trenholm	
100 INT	
Jim Beckers	
BEG	
Darryl Goya	
Mike Caruso	
MINI INT	
Peter Lepp	
Jay Sapp	
JR	
Ian Fitz-Gibbon	
Danny Wagner	
Darryl Goya	
BEG	
Andy Ernst	

CMC Friday night MX Sacramento Raceway Sacramento, CA Sept. 1, 1978 By Sallee Hilton

125 PRO	
Tim Sherfy	Suz
Gayland Norton	Suz
Robert Norton	Yam
250 PRO	
John Volk	Yam
George Cheatham	Yam
MINI JR	
Bob Beintker	Yam
Frank Giuffra	Yam
Kevin Snider	Yam
MINI INT	
Kevin Bixby	Yam
Steve Bost	Yam
Kenny Roper	Yam
MINI EXPERT	
Tim Aston	Suz
OLD TIMER JR	
Nick Norton	Yam
Dick Jobe	Yam
Vern Wood	Yam

OLD TIMER INT	
Billy Hilton	Hus
Gene Kelso	Yam
Bill Campbell	Yam
VETERAN JR	
Jack Coulombe	Suz
Art McDade	Suz
David Christian	
100 JR	
Vernon Forsyth	
Phil Rose	Yam
Danny Creclius	Yam
125 JR	
Carl Stauffer	Suz
Mark Miller	Yam
Mark Pleinis	Hon
125 JR	
Steve Arena	Suz
Keith Sullivan	Suz
Jim Holland	Suz
250 JR	
Steve Arena	Hon
Allen Clover	Suz
Mark McClendon	Suz
OPEN JR	
Bob McGuinnis	Suz
Jack Coulombe	Suz
Timothy Main	Yam
250 INT	
Chuck Runyon	Yam
Mike Harper	Suz
Carl Meyer	Yam

CMC Fri. Night MX Final standings for August, Rancho Cordova Suzuki High Point Series

Mike Haas	
Bill Ferry	
Dan Steele	
Greg Michalec	
Kendall Delk	
Greg Knight	

Motocross Fort Bragg, CA Sept. 2, 1978

PEE WEE 50-60cc	
Ronnie Del Re	Suz
Eric Borek	Suz
Richard Doster	Yam
MINI JR 70-80cc	
Ricky Chambers	Hon
Bobby Del Re	Yam
Gary Ybarra	Suz
MINI INT	
Donny Herron	Yam
100cc JR	
Brad Johnson	Yam
125cc JR DIV. I	
Randy Sounheih	Suz
Ed Minton	Suz
Craig Pierce	Suz
125cc JR DIV. II	
Dennis Stolp	Yam
Brad Johnson	Yam
Berkeley White	Yam
125cc INT	
Tom McKeever	Yam
250cc JR	
John Brown	Yam
Marco Stanley	Suz
Monty Bradley	Hon
250cc INT	
Ross Liberty	Hon
Barry Kirshner	Hon
Jerry Jacobs	Mai
OPEN JR	
John Quinones	Yam
Ed Miltimore	Suz
Jeff Steele	Yam
OPEN INT	
Denny Hiatt	Suz
250cc PRO	
Matt Coleman	Mai
Kevin Fuller	Hon
OPEN PRO	
Dana Bray	Mai
Art Burkhardt	Mai
Danny Piffero	Mai
VETERANS 30-40 YRS.	
Bruce Bell	Yam
Pat Patrick	Yam
Jim Czadeck	Yam
OLD TIMERS 40+ OVER	
Bob Brookins	Yam
Artie Ybarra	Suz
Jack Price	Mai
POWDER PUFF	
Lori Holden	Hon

Westside Optimist Night Motocross Midland, TX Aug. 26, 1978

MINI JR	
Mark Landry	
Elliott Barron	
Heath Pennell	
MINI SR	
Randy Seawright	
Keith Wilkerson	
100cc	
Mike Walcott	
Dewayne Bennett	
Keith Wilkerson	
125 JR	
Tom Richards	
John Myers	
Dewayne Bennett	

125 EX	
Malcolm Vincent	
Mike Walcott	
Scot Martin	
250 JR	
Mike Smith	
C.L. Carlisle	
Wayne Daniell	
125 EX	
Mel Newman	
Danny Weir	
John Hadley	
John Laney	
OPEN JR	
Mike Waldrop	
Jay Smith	
Mike Casey	
OPEN EX	
Chris Dublin	
Alan Spry	
John W. Owen	

Elsinore Raceway September 9, 1978 By Melanie Perkins

MINI BEG NOV	
Terri Melton	Yam
Kevin Clark	Yam
Steve Stewart	Yam
MINI AM EX	
Curtis Cannon	Yam
Roger Thompson	Yam
Terry Longnecker	Suz
125 BEG	
Don Bonelli	Hon
Ron Harrison	Yam
Jim Harryman	Yam
125 NOV MOTO A	
Ted Thompson	Yam
Dale Slaughter	Yam
Bruce Bowen	Suz
125 NOV MOTO B	
Ken McIntire	Yam
Randy Howard	Yam
Steve Smith	Yam
125 AM EX	
Darren Hulbert	Yam
Chris Chandler	Yam
Mark Ledbetter	Yam
250 NOV MOTO A	
John Brilling	Hon
Don Driggs	C.Z.
Doug Perrault	Mai
250 NOV MOTO B	
Matt James	C-A
Frank Hardesty	Kaw
Marty Shefts	Yam
250 AM EX	
Chris Cannon	Yam
Ben Meyer	Yam
Jeff Johnson	Yam
OPEN NOV MOTO A	
Dan Sheld	Yam
Mike McCauley	Bul
Eric Pickering	Yam
OPEN NOV MOTO B	
Mike Chandler	Yam
Eric Johnson	Yam
Steve Kendall	Suz
OPEN AM EX	
Todd Haughton	Yam
Mike Montgomery	Yam
Gary Kauffeld	Yam
SPECIAL NOV	
John Brilling	Hon
Ted Thompson	Yam
Dan Sheld	Yam
SPECIAL AM EX	
Joe Steffan	Yam
Gary Kauffeld	Yam
Chris Cannon	Yam

AMA Western Regional Champion- ship Motocross series Final point standings

Donnie Cantaloupi	85
Clifton Lett	78
Michael Goodrich	35
Scott Logston	24
Randy Hess	22
Greg Toyama	19
Tony Gomez	12
Brian Myerscough	12
Lawrence Wosick	12
Gary Dircks	10
Mark Barnes	8
Bill Joyce	7
Eric Maki	5
Timothy Richardson	1
250cc CLASS	
Steve Bauer	65
Ed Jones	65
Steve Rhyon	64
Tim Welker	40
Allen Berluti	34
Jim Gibson	34
Paul Turner	28
John Atwood	25
Danny Chandler	24
Timothy Michlitsch	19
Ricky Gage	15
Blaine Elledge	14
Lenny Giger	14
Gary Murphy	12
Robert Reisinger	12
Vincent Vanhook	9
Robert Haag	7
Phillip Oveland	7
Mark Brooks	6
Daniel Steele	6
Jay Haroutunian	5
Tim Marsh	2
Steve Rawson	2
Michael Nedwin	1

500cc CLASS	
Robert Myers	72
Mark White	
Alan Smith	58
Todd Breker	43
Dan Waller	40
Tony Wanket	28
David Gerig	21
Tad Gumbmann	21
Duane Joice	18
Gary Murphy	13
Jay Haroutunian	11
Daniel Steele	8
Mike Loeffler	7
Michael Nedwin	3
Ron Wesolack	2
Keith Mayberry	1

Bridgestone/Yamaha AMA Summer Series Final point standings

125cc CLASS	
Donnie Cantaloupi	85
Clifton Lett	66
John Omara	44
Patrick Hubbs	38
Mike Tripes	37
Michael Goodrich	35
Chappy Blose	26
Tim Locey	25
Mike Brown	22
Randy Hess	22
Edwin Arnet	21
Scott Burnworth	15
Bobby Sullivan	14
Salvador Gomez	12
Lawrence Wosick	12
Gary Dircks	10
Paul Emerson	10
A.J. Whiting	7
Chris Heisser	6
Bret Meyer	6
Timothy Richardson	6
Mark Barnes	5
Eric Maki	5
Scott Fyle	4
Vere Bulter	1
250cc CLASS	
Steve Bauer	65
Ed Jones	57
James Gibson	34
Marty Moates	31
Robert Stern	27
Allen Berluti	26
Timothy Michlitsch	25
Danny Chandler	24
John Atwood	22
Stephen Rhyon	21
John Greenway	20
Rodney Brand	18
Ricky Gage	14
Lenny Giger	14
Parry Klassen	14
Blaine Elledge	12
Gary Jones	12
Donnie Hansen	10
Jim Weinert	10
Robert Reisinger	8
Scott Clifton	7
Paul Turner	7
Vincent Vanhook	7
Dave Eropkin	6
Dennis Vetter	6
500cc CLASS	
Scott Gillman	99
Robert Myers	53
Mark White	46
Alan Smith	40
Koji Masuda	38
Robert Marino	36
Todd Breker	33
Rich Eierstedt	26
Jim Weinert	20
tony Wanket	19
Rex Staten	17
John Hadley	14
William Gumbmann	12
David Gerig	11
Michael Goodrich	11
Sherman Schneller	11
Robert Haag	9
Steve Walker	9
Phillip Oveland	7
Mark Brooks	6
Daniel Steele	6
Jay Haroutunian	5
Tim Marsh	2
Steve Rawson	2
Michael Nedwin	1

JR CYCLE MOD INT	
Ray Swearinger	
Walt Armendariz	
Carl Tignino	
JR CYCLE STOCK INT	
Walt Armendariz	
Ray Swearinger	
Michael Knapp	
JR CYCLE MOD JRS.	
Marty Richard	
Ricky Dumo	
JR CYCLE STOCK JRS.	
Newton Acevedo	
Charlie Butler	
Mouse McCoy	
105cc MINI OPEN	
Ron Eversole	
David Seekins	
Brand Johnson	
83cc MOD INT	
Ron Eversole	
Andy Ellis	
83cc STOCK INT	
David Seekins	
Andy Ellis	
83cc MOD JRS. 12 +	
Brand Johnson	
Pat Walsh	
Craig Fruta	
83cc STOCK JRS. 12 +	
Rich Haughtaling	
Bobby Simons	
Mark Davenport	
83cc MOD JRS. 9-11	
Jason Wagner	
Gary Szilagyi	
Todd Parker	
83cc STOCK JRS. 9-11 DIV I	
Walt Armendariz	
Jason Wagner	
Larry Turner	
83cc STOCK JRS. 9-11	
Lance Johnson	
Todd Parker	
Len Robertson	

Monte High Riders Series Winners Montesano, Wash.

POWDER PUFF	
Ivy Mix	39 pts.
PEE WEE	
Steve Munson	46 pts.
MINI JR	
Shawn Myers	37 pts.
MINI INT	
Don Hilde	47 pts.
MINI EXP	
Ralph Dunlap	47 pts.
100 INT	
Roger Kenny	49 pts.
125 JR	
Rich Bankuti	42 pts.
125 INT	
Don Fry	31 pts.
125 EXP	
Bryan Dierick	36 pts.
250 EXP	
Steve Luellen	46 pts.
OPEN INT	
Joe Louck	37 pts.
OPEN EXP	
Sam Fetterly	48 pts.
250 INT	
Mike Cummins	35 pts.

SHORT TRACK/SPEEDWAY DUAL PROGRAM
Eagle Raceway, Eagle, NE. 12 miles East of Lincoln on "O" Mini thru Open classes, hobby class. Over 100% P.B. Entry for out of town riders may be called in. Sign up 6 p.m., race 7, first race 8:15. 402/488-0296.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry \$8, \$13 Pro. Race 6 p.m., race 7. 206/631-1550.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, race 8-8:30, race 9. Pros race 40 min, others 30 min. Entry \$8, Pros \$13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771

TT SCRAMBLES SUMMER SERIES

Elsinore Rcw, Elsinore, CA. H-71 at Lagonia Ave. 10-week Hi-point series. All classes. Same night trophies, build-up points for Elsinore #1 plate plus deluxe trophies. Entry \$4, gate \$2.50. Race 7, race 8. Series ends Sept. 16. 714/826-2386, 674-5383.

TT/SHORT TRACK

Perris Rcw., on Hwy. 74 off Ellis Ave., 1/4 mi. west side, Perris, CA. Gate opens 5 p.m., race 7:30. All classes, Beg. thru Ex. 30% brass. 714/960-2501.

AMA SHORT TRACK

Freemont Rcw. H-17 at Durham Rd. All classes. Amateur purse. Entry \$4. 14978 McVay, San Jose, CA 95127. 408/923-4613.

SEMI-PRO SHORT TRACK

Cycleland Speedway, Chico, CA. All classes. 100% P.B. Entry \$6, \$8 Experts. Class C traction. Sign up 5 p.m., race 7, race 8. 916/342-9302, 342-4216.

OKLAHOMA

ASL SPEEDWAY

Limestone Run Spdwy, Oklahoma City, OK. 1/4 mi. S. and 1/2 mi. West of I-40 & Council. 1st & 2nd Div. classes. Purse 30% of gate. Entry \$5. Start 8 p.m. must register 2 weeks in advance. 405/681-7102.

Sunday

CALIFORNIA

DeANZA MOTOCROSS

DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore Off ramp. All classes. 30% same day trophies to Sptsmn. Entry \$12 Ex, \$7 Sptsmn. Non-membs add \$2. Pros ride 2 long motos, Sptsmn 3 motos. Membership not required, park open Sat. & Sun. for race. Gates open 7 a.m. Free camping. Race 8:30, race 9:30 a.m. 714/635-5840, 653-7979, 714/653-4558

SPEEDWAY PRACTICE

Elsinore Rcw., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

September 23

CALIFORNIA

SADDLEBACK SATURDAY SUMMER SIZZLER

Saddleback Park, Orange, CA. All classes. \$700 Pro purse, contingencies for Beg, Jr, Int by Motocross Action Magazine, Al Baker, Preston Petty, DG Performance Specialties and more. 45 minute Pro motos, 30 minutes for Sptsmn. Entry \$9 spysmn, \$13 Pro. No membership req'd. Gates open 7:30, race starts 8, first race 9 a.m. 714/495-4771.

TT SCRAMBLES/SHORT TRACK
Perris Rcw, Perris, CA. H-74 off Ellis. All classes. 33% Brass. Gates open 5 p.m. Race 6:30, race 7:30. Entry \$5, \$3. 714/657-8917, 657-4879.

ARIZONA

CMC MOTOCROSS

B&B Motorcycle Park, Tucson, AZ. I-10 to Paloverde.

South to track. All classes. 100% Pro P.B., 33% trophies. Entry \$10, \$15 Pro. \$3.50 gate admission. Gate opens 5 p.m., race 6, race 7. 602/747-8965.

IDAHO

OWYHEE MOTOCROSS

Peaceful Cove, Boise, ID. North of Bogus Basin Rd, left on Cartwright. Mini thru Open classes. 33% trophies. Entry \$5. HSMX. 208/375-5956.

September 23-24

COLORADO

SRAC STATE CHAMPIONSHIP MOTOCROSS

Alamosa, CO. 4 1/2 mi. South 285 1/2 mi East. Sat—minis Novs, Ams; Sun—125, 250, 500 Pros. \$4000 purse. Entry \$10 Sprsmn, \$20 Pro. 303/589-4469, 589-2784.

September 24

CALIFORNIA

MOTOCROSS

Cycle Haven Pk., Long Beach, CA. Across from L.B. Naval Base, 1 blk. East of V. Thomas Bridge. All classes. 33% trophies. Entry \$7, \$12 pros, \$2 gate adm. Race 7:30 a.m., race 9. 213/832-6844, 547-1818.

CRC MOTOCROSS

Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 3 motos and 30% trophies for Sptsmn. Entry \$9, \$13 pro, membership req'd. Gates open 7 a.m., race 8, race 9:30. 213/830-7519.

D-37 HARE & HOUND

California City, CA. Lined from golf course. All classes. Entry \$9.50. Start 8 a.m. Wo mass start, drawing 9/13. Sunland Shamrocks. 213/353-4490, 243-1101.

AMA CAMEL PRO SERIES MILE

Santa Clara County Frgrds., 344 Tully Rd., San Jose, CA. 1st heat 2 p.m. Promoted by Bob Barkhimer Associates, 14 Camp Evers Lane, Scotts Valley, CA 95066. 408/438-3210.

AME MOTOCROSS

Spillway Park, Santa Maria, CA. Take Broadway exit. All classes, incl. OTHG. Entry \$8 Sptsmn, \$12 Pro. 100% Pro p.b. Free camping, concessions, free ambulance, rider medical ins. 805/937-6171.

SUPER CHEAPO MOTOCROSS

Saddleback Park, Orange, CA. All classes, trophies, Pro p.b. Entry \$6 am, \$13 Pro. Ride on Olympiad course. Gates open 7 a.m., race 8, race 9. 714/558-1584.

PRC MOTOCROSS

Perris Rcw, Perris, CA. H-74, off at Ellis Ave, West 1/4 mi. All classes. 100% p.b., big 30% trophies. Entry \$12 Pro, \$8 Sptsmn. \$6 membs. Same day brass. Gates open 7 a.m., race 8, race 9. 714/657-4879, 657-8917.

DeANZA MOTOCROSS

DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore Off Ramp. All classes. 30% same day trophies to Sptsmn. Entry \$12 Ex, \$7 Sptsmn. Non-membs add \$2. Pros ride 2 long motos, Sptsmn 3 motos. Membership not required, park open Sat. & Sun. for race. Gates open 7 a.m. Free camping. Race 8:30, race 9:30 a.m. 714/653-5840, 653-7979, 714/653-4558.

AME MOTOCROSS

Indian Dunes, Valencia, CA. All classes. 30% trophies. P.B. to Pros. Entry Pro — \$12 mail, \$15 post. Sptsmn \$8 mail, \$10 post. Med. cov., memb required. Gates open 7, race 8, race 9. P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

SRA GRAND PRIX

Saddleback Park, Orange, CA. All classes. Finisher pins, 20% trophies. Entry \$12 mail, \$14 post. Mails to P.O. Box 3882, Torrance, CA 90510. Race 8 a.m., first race 9. First of a 4-race championship series. 714/828-1358, 213/320-1539.

AME MOTOCROSS

Navel Air Station, Lemoore, CA. H-198 to Main gate or H-41 to Grangevale Rd, follow signs to Grangeville gate. 50cc thru Open classes. 100% Pro p.b., 30% trophies to Sptsmn. Entry \$8, \$15 Pro. Free O/N camping, gates open Sun 6:30. 209/998-6218.

VINTAGE MOTORCYCLE AUCTION

Orange County Fairgrounds, Costa Mesa, CA. Auction for Antique, Classic, Special Interest and Vintage race motorcycles. Admission \$3. 213/433-4704.

AMA SEMI-PRO MX

River Front Park, Marysville, CA. New entrance over levee at 1st & F St., Marysville. All classes, PP, OT, Vet. 100% P.B., Entry \$15 Ex + \$1 for Ins. Others \$10, inclds Ins. Free camping, paved pits. AM — 125 thru Open Jr., Ex, OT, Vets. PM — 100 thru Open Nov, PP, Minis. 916/695-2727, 695-2088.

U.S.M.R.A. MINICYCLE RACING

Elsinore Rcw, Elsinore, CA. 1 mi. N. of H-71 between Central & Railroad Cyn. Rd. Pee Wee thru 125 classes. P.B. to mini, 100, 125 Pros. 33% same day trophies to Sptsmn. O/N camping. Race 8 a.m., race 9. Memb. req'd. 300 Pomona Mall West, Pomona, CA 91766. 714/622-0773.

SADDLEBACK MOTOCROSS

Saddleback Park, Orange, CA. All classes. 30% trophies, 100% Pro P.B. Entry \$10, \$15 pro. CMC lisc. req'd. Gates open 7 a.m., race 8, race 9. 714/558-1584.

AMA SEMI-PRO MOTOCROSS

River Front Park, Marysville, CA. New entrance over levee at 1st & F St., Marysville. All classes, PP, OT, Vet. 100% P.B., Entry \$15 Ex + \$1 for Ins. Others \$10, includes Ins. Free camping, paved pits. A.M. — All minis, P.P., 100 thru Open Novs. — Race 8:30. P.M. — All Am, Ex, OT, Vets. Sign up 10, race 1, race 1:30. 916/695-2727, 695-2088.

AMA MOTOCROSS

Fremont Rcw, Fremont, CA. All classes. 100% Pro/Ex p.b., trophies. Entry \$15 Expert, \$10 others. Pit adm \$4, riding fee \$2. Gate open 6:30 a.m., race 8, first race 9. 415/651-2545.

IDAHO

MOTOCROSS

Woodside MX track, Sandpoint, ID. 75 mi. N/E of Spokane, WA. Jr. Mini thru Open classes. Trophies. Entry \$7. 208/263-5621.

LOUISIANA

MOTOCROSS

Waggoner, LA. 6 mi. north of U.S. 90 off Hury P. Long bridge, turn right on river. \$600 purse. Entry \$4 Am., \$6 Ex. 504/399-6494.

KANSAS

MOTOCROSS

Flint Hills Cycle Club, 20 mi west of Council Grove, KS on H-56. Mini thru Open classes. 30% trophies. \$1000 Pro purse. Entry \$5 Sptsmn, \$12 Experts. 913/497-2297.

OREGON

CMC MOTOCROSS

Mountain View cycle Park, Sandy, OR. H-26 to H-211, left on Bornstedt Rt, right on Rude Rd. All classes. 30% trophies, 100% p.b. Entry \$8, \$13. 503/668-8404.

ISDT ONE-DAY RELIABILITY TRIAL

Hollywood Camp, off Wilson River Hwy, Or. 50 thru Open classes. Entry \$15. 125 mi. AMA Nat'l Championship ISDT qualifier. Medals, D-28 points Start 9:01 a.m. Trask Mtn M.C., P.O. Box 652, McMinnville, OR 97128, 503/472-3828.

TEXAS

MOTOCROSS

Lake Whitney Cycle Ranch, Whitney, TX. 8 mi. S of Whitney on H-22. Nov thru Ex classes. \$1170 purse, 50% of gate in bad weather. Trophies thru 6 places. Free keg beer. Entry \$8, \$10 Expert, Nov. race at 10 a.m., Int. Ex at 1:30 p.m. 817/694-2901.

WASHINGTON

MX WEST MOTOCROSS

Sequim, WA. On H-101. Pee Wee thru 500 Pros, OTHG, OTs. Entry \$10, \$13 Pro. \$2 gate fee. Sign up 7 am, race 9, race 10:30. 509/663-2433.

September 29

NIGHT MOTOCROSS

Sunrise Valley Cycle Park,

Motorcycle Race
\$2,000 Guaranteed Purse
250cc Class C type equipment or smaller
25¢ Beer Nite
1/8 Limestone (Little Louisville) Short Track
Best Short Track facilities in South West

Friday, Sept. 29th
Oklahoma City, Oklahoma

Limestone Run

Right behind Texaco truckstop 1-40 at Concl Rd.

Plenty of parking concessions, clean restrooms

No waiting No BS Beer Nite

Sign-up closes at 6:45 sponsored by 1st race at 8 PM sharp

No exceptions **House of Kawasaki**
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KAWASAKI RIDERS

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DISTANCE TO ATTEND THE RACE WILL BE AWARDED \$100.

FIRST ANNUAL
DUNESTOWN
INDIAN DUNES
CRC GRAN PRIX
A true Gran Prix in the tradition of Catalina and Elsinore
\$1000 CASH PURSE
SUNDAY, OCT. 1, 1978
TRACK WILL INCLUDE THE INTERNATIONAL TRACK, SHADOW GLEN TRACK, BAA BAA BLACKSHEEP MOVIE SET, SAND WASH, & MOUNTAINS A TEN MILE COURSE.
BE IN THE MOVIES...
THIS RACE WILL BE FILMED FOR A NEW FULL LENGTH MOVIE CALLED "DO IT IN THE DIRT"
THE FOLLOWING CARDS WILL BE HONORED—CMC, AMC, AME, AMA, DIST 37.
DOUBLE CRC DESERT & MOTOCROSS Points
FOR FURTHER INFORMATION CALL CRC HEADQUARTERS
213/830-7519 or 714/689-6114
See last week's Cycle News for entry blank

MOTOCROSS ACTION
SATURDAY AT SADDLEBACK SUMMER SIZZLER
\$700 PRO PURSE
SPECIAL AWARDS TO AMATEURS
SUPER 45 MINUTES - PRO 30 MINUTES - AM MOTOS
SEPTEMBER 23 SAT

* MINI & 100's receive Trophies only
* 6-riders to make class
GATES OPEN 7:00
PRACTICE 8:00
RACE 9:00
NO MEMBERSHIP
AWARDS BY:
MOTOCROSS ACTION
PJ1
DG
PERFORMANCE SPECIALTIES
PRESTON PETTY FENDER

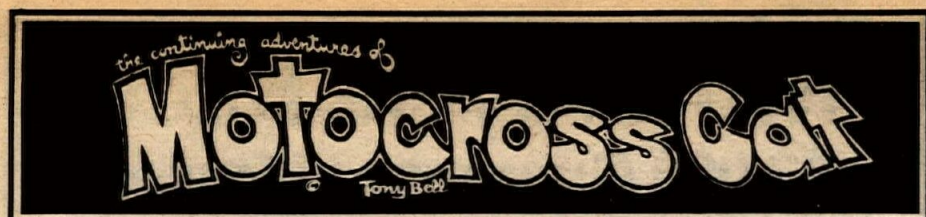
TOTAL PURSE, PRIZES AND AWARDS WORTH \$2000
36 PRIZES AWARDED TO OTHER ENTRANTS AT THE RIDERS MEETING BY A DRAWING.

- 1 MOTOCROSS ACTION SUBSCRIPTION, PRESTON PETTY FENDER AND HANDGRIPS
- 2 AL BAKER GIFT CERTIFICATE, PRESTON PETTY FENDER, PJ1 CHAIN LUBE
- 3 PRESTON PETTY FENDER
- 4 DG PERFORMANCE SPECIALTIES T-SHIRT
- 5 DG PERFORMANCE SPECIALTIES HAT

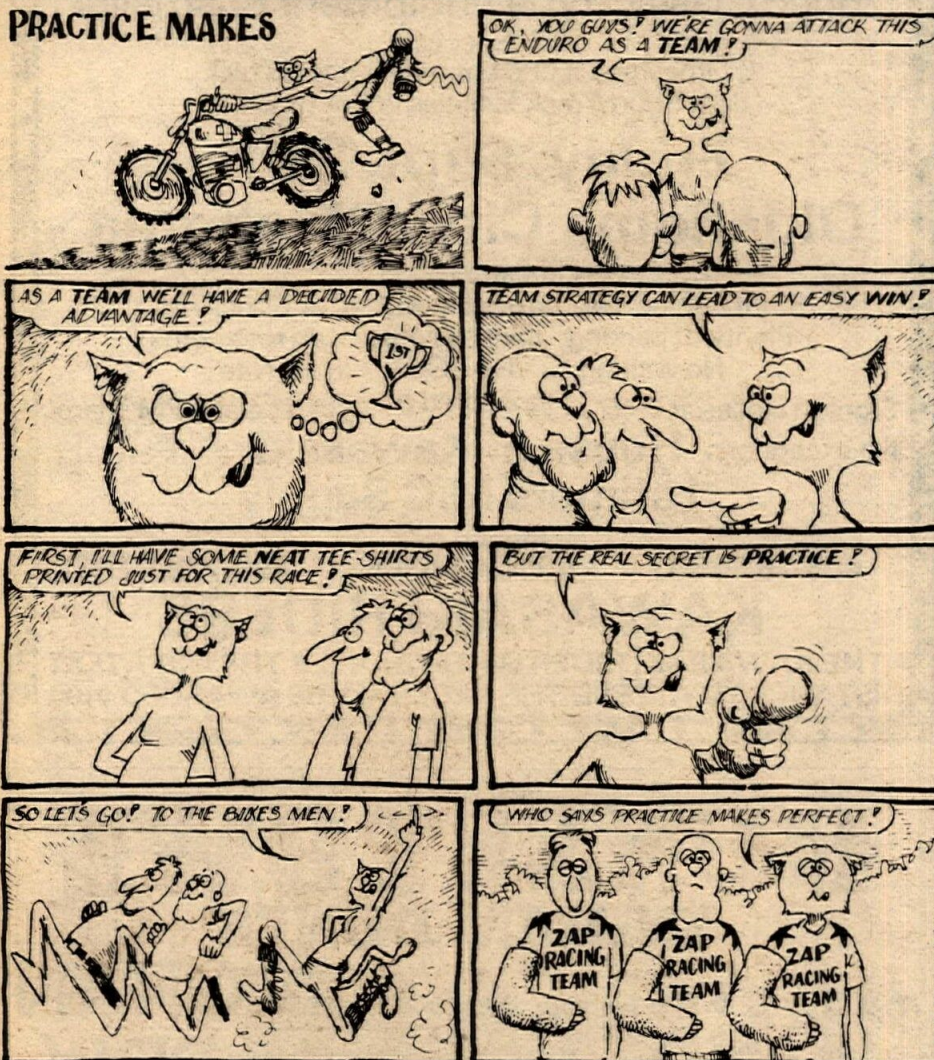
Eat, drink, and be merry, for tomorrow you diet.

NOW FORMING
GNC Series International Finals
713-482-7593

"SUPER CHEAPO MX"
\$6 Am. \$13 Pro
Olympiad MX Track
Sept. 24th
Saddleback Park
714-558-1584



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Date of this order _____

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Adelanto, CA. H-395, 1 mile North of Adelanto. All classes. Cash to Pros, 30% trophies to sptsmn, 50% trophies to minis, Vets. Entry \$8, \$12 Expert. Gate \$3. Free O/N camping. Gates open 6 p.m., prac 7:30, race 8. 714/887-1556, 245-7339.

September 30

CALIFORNIA

AMA/CAMEL PRO SERIES HALF MILE

Ascot Park, Gardena, CA. 183rd St at Vermont Ave. Nine events, Nat'l classes. \$17,000 purse. Gate admission \$12, \$10 adults, \$6, \$5 kids. Gates open 5 p.m., sign up 3 to 5 p.m. 213/321-5323, 323-5055.

TT SCRAMBLES/SHORT TRACK

Perris Rcw, Perris, CA. H-74 off Ellis. All classes. 33% Brass. Gates open 5 p.m., prac 6:30, race 7:30. Entry \$5, \$3. 714/657-8917, 657-4879.

AME NIGHT MOTOCROSS

Sprockets Park, Bakersfield, CA. All classes, Sptsmn 30% trophies, 100% Pro P.B. Post entry only \$7, \$10 Pro. Membs req'd., med cov. O/N camping. Gates open 6 p.m., prac 7, race 8. 213/881-5778.

MOTOCROSS SCHOOL

Sunrise Valley Cycle Park, Adelanto, CA. One mile North of Adelanto on H-395. All classes welcome. Entry \$15 per person. Free O/N parking, starts 10 a.m. to 3 p.m. 714/887-1556, 245-7339.

AMA SHORT TRACK

Monterey Fairgrounds, Monterey, CA. Casa Verde off ramp. Mini, 100 thru 500 classes. 100% Pro p.b. Entry \$5, \$7 Ex. Class C traction, Full Leathers. Prac 6 p.m., race 8. 408/899-2401, 394-8225.

October 1

CALIFORNIA

CRC DUNESTOWN GRAN PRIZ

Indian Dunes, Valencia, CA. 1-5 to 126, West to track. All classes, OT, OTHG, desert, MX, beg. \$1000 cash purse to 125, 250, Open Pros. Cash to 100cc Pros. 20% trophies, finisher pins. Be filmed for the movie "Do It In The Dirt." Entry \$15 sptsmn, \$20 Pros mail, \$25 all post entries to CRC, 24518 Island Ave., arson, CA 90745. A true GP - Sand, mountains, water, blacktop, mx courses, Baa Baa Black Sheep movie sets! Double CRC Des/MX Pts. Each race 50 min. First race 8 a.m. 10 mi. course over 600 acres. Total park closed to other riding. 213/830-7519, 714/689-6114.

NMA/SUZUKI FALL NAT'L MX

Barona Oaks, El Cajon, CA. Part of five-race Fall National Series. Pee Wee, Junior Cycle, Minicycle and Motorcycle classes. Gate opens 6:30, prac 8, racing 9:30 a.m. 213/367-1777, 868-8112.

AMA MOTOCROSS

Santa Cruz Cnty. Frgrnds, Watsonville, CA. Heckter Pass Rd, H-152. 100 thru Open, OT, PP classes. 100% p.b. Entry \$7.50 + gate, \$15 + gate Experts. Prac 8, race 9/ Trophies. S.C. Ridge Runners 408/475-3619.

AFM ROAD RACE

Riverside Rcw, Hwy 60 E of Riverside, CA, to Day St. Prod., GP, sidecar classes. Gates open 7:30 am, prac 9, race 1 pm. Entry \$20-\$10. 4996 Argyle Dr., Buena Park, CA 90620. 714/523-3892.

AMA MOTOCROSS

Plymouth Rcw, Plymouth, CA. H-16 East from Sacramento. H-49 S. from Placerville, H-49 N. from Sonora. 100 thru Open, OT, Vet, PP, Mini class. 100% Ex p.b., Entry 115 + \$1. Sptsmn \$10 post, \$9 mail. P.O. Box 221, Sutter Creek, CA 95685. 125-Open Nov, 100 Sptsmn, Minis, PP Prac. 7:15 am, race 8. 125-Open Jr., Ex., OT, Vets prac. after morn event, race 1 p.m. 209/267-0312, 916/332-7715.

MOTOCROSS

Sunrise Valley Cycle Park (formerly 395), Adelanto, CA. All classes. Cash p.b. to Pros, 30% trophies to sptsmn. Entry \$8, \$12 Pro. Free O/N camping. Gates open 7 am, race 9:30. 714/887 1556, 245 7339.

RACING WORLD MOTOCROSS

Racing World, Trabuco Cyn, CA. All classes. Pro p.b., 30% trophies. Entry \$7 mini, beg, sptsmn, \$12 Pro. No membership req'd. Prac 8 am, race 9:30. Marty Smith course. 714/581-6400.

MINI MOTOCROSS

Barona Oaks Raceway Sept Hwy. 67 to Lakeside, E on Maplevue, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 am sharp. Late entry \$10, guest rider \$9. 714 (462-9103, 443-4905.)

CMC MOTOCROSS

Saddleback Park, Orange, CA. All classes. Entry sptsmn. \$7 mail, \$10 post, Pro \$15 mail, \$20 post. Gates open 7:30 am, Prac 8, race 9:30. CMC license req'd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

CRC MOTOCROSS

Indian Dunes, Valencia, CA. 1-5 to H-126. All classes. 2 long motos and cash for pros, 3 motos and 30% trophies to sptsmn. Entry \$9, \$13 Pro. \$3000 med. insurance. Gates open 7 am, Prac 8, race 9:30. Membership req'd. 213/830-7519.

AMC MOTOCROSS

Carlsbad Rcw, Carlsbad, CA. All classes. 100% Pro p.b. 30% trophies to sptsmn. Entry \$7.50, \$12.50 Pro. Membership available at track, \$3 extra non-members. Gates open 7 am, Prac 8-9, race 9:30. 714/541-9439.

ITA TRIALS AND SCHOOL

Saddleback Park, Orange, CA. Sign up 8:30 am, riders mtg. 9:45, competition starts 10. Entry \$5, non-memb. \$7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

ITA TRIALS SR. CHAMPIONSHIP

Saddleback Park, Orange, CA. 35 or older. Sr. A & Sr. B. Am, Ex; Beg., Nov. sections. Entry \$5, \$7 non-member. Start 10 am. 714/879-0570.

SO CAL ANTIQUE AND M.C. CLASSIC RALLY

Douglas Office Plaza, McArthur and Campus Rd across from Orange County Airport, Irvine, CA. Sign-in 9 a.m., awards at 5 p.m. 714/559-0199.

AME MOTOCROSS

Mountain High Int'l, Fresno, CA. H-99 to H-41 to O'Neal's, North Fork, 14 mi to Rd. 221, left to track. All classes. 100% Pro p.b., 30% trophies. Entry \$8, \$12 Pro, \$3 gate fee. O/N camping OK. Gates open 7 a.m. 209/291-8793.

DEANZA MOTOCROSS

DeAnza Cycle Park, Sunny-mead, CA. 10 mi. East of Riverside on H-60 to Theodore offramp. All classes. 30% same day trophies to Sptsmn. Entry \$12 Ex, \$7 Sptsmn. Non-membs add \$2. Pros ride 2 long motos, Sptsmn 3 motos. Membership not required, park open Sat. & Sun. for prac. Gates open 7 a.m. Free camping. Prac. 8:30, race 9:30 a.m. 714/653-5840, 653-7979, 653-4558.

COLORADO

DESERT SCRAMBLERS EIGHT HOUR DESERT RACE

Grand Junction, CO. North on 29 Rd and across I-70. 125 thru open classes. \$6500 purse. Entry \$75. two rider teams, one bike. 303/245-3415.

KANSAS

MOTOCROSS

Atwood, KS. 7 miles North of Atwood on H-25. Mini thru Open classes, \$600 purse, free keg beer. Entry \$7 Pro, \$5 sptsmn. 913/626-9945.

LOUISIANA

MOTOCROSS

Waggoner, LA. 6 mi. north of U.S. 90 off Hury P. Long bridge, turn right on river. \$600 purse. Entry \$4 Am., \$6 Ex. 504/399-6494.

OKLAHOMA

MOTOCROSS

Barron Fork, Tahlequah, OK. 4 mi. E of Tahlequah on Hwy. 51, 4 mi. S on Welling Rd. Prac. 9-11 am, race noon. 918/456-8421.

TEXAS

MOTOCROSS

Mosier Valley MX Park, Arlington, TX. All classes. Rain or shine. \$705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry \$3 gate fee, \$6 Nov., \$7 Int., \$8 Ex. Nov, prac 8 a.m., race 9. Int/Ex prac. 1 pm race 1:30, payoff to senior classes only. 214/245-4693.

WASHINGTON

MX WEST MOTOCROSS

Sequim, WA. On H-101. Pee Wee thru 500 Pros, OTHG, OTS. Entry \$10, \$13 Pro. \$2 gate fee. Sign up 7 am, prac 8, race 10:30. 509/663-2433.

October 7

NIGHT MOTOCROSS

Sprockets Park, Bakersfield, CA. All classes, Sptsmn. 30% trophies, 100% Pro p.b. Post entry only \$7, \$10 Pro. Membs req'd, med. cov. O/N camping. Gates open 6 p.m., prac 7, race 8. 213/881-5778.

AMA SHORT TRACK

Monterey Fairgrounds, Monterey, CA. Casa Verde off ramp. Mini, 100 thru 500 classes. 100% Pro p.b. Entry \$5, \$7 Ex. Class C traction, Full Leathers. Prac 6 p.m., race 8. 408/899-2401, 394-8225.

October 8

CALIFORNIA

CRC MOTOCROSS

Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 3 motos and 30% trophies for Sptsmn. Entry \$9, \$13 Pro. Membership req'd. Gates open 7 a.m., prac 8, race 9:30. 213/830-7519.

SADDLEBACK MOTOCROSS

Saddleback Park, Orange, CA. All classes. 30% trophies, 100% Pro p.b. Entry \$10, \$15 Pro. CMC lic. req'd. Gates open 7 a.m., prac 8, race 9. 714/558-1584.

MOTORCYCLE RALLY CLUB SUNRISE

Woodley Ave. Park, CA. Located 1/2 mi. N of Burbank Blvd., just W of San Diego Frwy, in Sepulveda. All needed is a freeway-legal bike, readable watch, pens or pencils. Trophies. Entry \$4, \$5 post. Poker run. 6550 Nevada Ave, Canoga Park, CA 91303. 213/893-8653, 342-1649, 346-2029.

U.S.M.R.A. MINICYCLE RACING

Elsinore Rcw, Elsinore, CA. 1 mi. N. of H-71 between Central and Railroad Cyn Rd. Pee Wee thru 125 classes. P.b. to mini, 100, 125 Pros. 33% same day trophies to Sptsmn. O/N camping. Prac 8 am, race 9. Memb. req'd. 300 Pomona Mall West, Pomona, CA 91766. 714/622-0773.

CMC MOTOCROSS

Carlsbad Rcw, Carlsbad, CA. All classes. Entry Sptsmn. \$7 mail, \$10 post, Pro-\$12 mail, \$15 post. Gates open 7 am, prac 8, race 9. CMC license req'd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (Every 4th Sunday a points race).

ROAD RACE

Willow Springs, Hwy. 14 to Roasmond, CA, west to track. All classes. Entry \$16 Pre, \$20 post. Same day prize money and trophies. Manning Racing, 3407 W. Olive, #102, Burbank, CA 91505. 213/842-7433.

AMA D-37 NATIONAL ENDURO

Anderson Dry Lake, Lucerne Valley, CA. Lined from the Y Cafe. All D-37 classes. Trophies. Entry \$8 Cs, \$13.50 A&Bs. Drawing 9/28 at AAA Cycle Center, Santa Ana at 8 p.m. Double Crossers M.C., 3361 Alabama Circle, Costa Mesa, CA 92626. 714/995-2957.

AMA D-37 HARE SCRAMBLES

Soggy Dry Lake, Lucerne Valley, CA. Lined from the Y Cafe. All classes. Finisher Pins, D-37 points. Entry \$8.50. 2x35 mi. loops. Rescue 3. Trail Nov. Beg go 1 loop. Start 9 a.m. Dirtfliers M.C. 213/425-2533, 714/543-1434.

VOTE TRIALS/SCHOOL

Indian Dunes, Valencia, CA. On the set of Baa Baa Black Sheep. School in the AM, trials in the afternoon. 213/677-2300, 765-8186.

WANT ADS

Help Wanted

Mechanic Suzuki — Kawasaki
New dealership in Woodland, CA. 18 miles NW of Sacramento. Must have own tools and at least two years shop experience. Pay based on experience. Benefits. (916) 666-5426. (37)

Experienced motorcycle mechanic
Motorcycle mechanic/Service manager wanted. Insurance, paid vacation & fringe benefits. Salary open. Apply at R & R SPORTCENTER, 532 24th St., Paso Robles, CA 93446. (805) 238-0442. (38)

Research and Development
Experienced R & D man. Job with good future, work includes exhaust system design & prototype work. Send resume and salary requirements to Terry Vance at RC ENGINEERING, 16216 S. Main St., Gardena, CA 90248. (38)

Service Manager/Mechanic
Honda-Suzuki-Triumph dealership has opening for aggressive person with experience. Call (213) 280-8244 or send resume to Ed Kretz & Sons Motorcycles, 417 E. Garvey, Monterey Park, CA 91754. (38)

Experience mechanic & partsperson
5 day week — benefits. Ron, FOOTHILL YAMAHA, 7139 Foothill Blvd., Tujunga, CA (213) 352-3277. (37)

Motorcycle mechanic
Full-time. Experienced only. 50% + benefits, lots of work waiting for motivated person. Send resume and work record to Sy Klops Cycles, 375 Carmen, Camarillo, CA 93010. (37)

Yamaha mechanic, San Luis Obispo, CA \$1500/mo. guarantee
Tired of big city living? We are a busy Yamaha, BMW, and Can-Am shop in a small (37000) coastal town looking for a journeyman mechanic wanting to relocate. Paid vacations, sick leave and hospitalization. Must have minimum of 4 years current Yamaha experience and verify current income to qualify. YAMAHA OF SAN LUIS OBISPO, 1357 Monterey, San Luis Obispo, CA 93401. (805) 543-6723. (37)

Salesman wanted
Versatile salesman to sell Kaw. parts, acc. and motorcycles. Must be experienced. We are looking for an aggressive person with management potential. Salary + comm. (213) 330-4564. (37)

*****Mechanic & Partsperson*****
Immediate opening for 1 partsperson and 1 mechanic. Apply at beautiful downtown Burbank Yamaha, 1801 W. Burbank Blvd., Burbank, CA. (213) 845-8738. (33/TFN)

Honda mechanic wanted
Full-time, year around work, top pay & benefits. Must have experience. Call (714) 793-2833. (38)

Parts person
Immediate opening for experienced Honda parts person. Top pay and company benefits. Ask for Jay or Earl (714) 531-0742 or (213) 924-6006. (38)

WANTED — Race Bike Mechanic
Must know Maicos, RMs, YZs and CRs. Top pay for top man, out of state welcome. Only experienced need apply. Send resume to: Don, DMG, 1505 S. Pacific, San Pedro, CA 90731. (213) 833-1301. (37)

Honda mechanic
Tired of smog? Come to San Diego. We need a good Honda journeyman. 14 yrs. Honda dealer. Commission, lots of work. Call Bruce Serv. Mgr. VALLEY MOTORCYCLE SALES, ELCAJON (714) 442-0941. (36/TFN)

Husqvarna mechanic
Having store management potential with good personal appearance. Permanent full time position in an exclusive dirt bike shop. Convenient housing if relocating. Send resume or inquire to...BILL SALTZMAN MOTORCYCLES, 14333 East Garvey Avenue, Baldwin Park, California 91706. (213) 337-6811. (37)

Service Manager
Yamaha motorcycle shop. Experience only apply. Salary, commission, and benefits. Long Beach Yamaha, 3580 E. Pacific Coast Hwy., Long Beach, CA. (213) 597-3317. (37)

Salesman
Immed. opening on phone order desk for person with exp. in motorcycle parts and acc. Good starting wage & benefits. Contact M.C.M. Mfg. (714) 635-0850. (35/TFN)

Wanted...store manager
Need a good man. Must have knowledge of motorcycles and retail sales experience. If you are neat, organized, work well with people and know retail merchandising, we will pay you a good salary & commission to manage one of our retail motorcycle accessory stores. Call Mr. Bush at RACECRAFTERS (213) 999-2811. (37)

Mechanic wanted
Yamaha exp., year round work. Cycle Town, San Rafael, Cal. Call (415) 456-0335, ask for Rich or Bill. (37)

Business Opportunities

Dealership wanted
Desire established shop in Phoenix-Tucson area. Interested parties call or write: Clyde Stewart, 3534 Meter Dr., Fort Wayne, IN 46806. (219) 749-8636. (38)

Franchise Husqvarna-Suzuki dealership for sale
Husqvarna-Suzuki dealership for sale in Sonora, California. 14240 Tuolumne Rd., Sonora, CA 95370. (209) 532-7011. (39)

Kawasaki Dealership for Sale
Small dealership in resort area in California, close to Yosemite Park. Also Maico dealer. Will sell at actual cost of equipment & inventory. Owner-agent 209/683-7444 or 209/683-7622 eves. (39)

Certified mechanic seeks job
30 yrs. old, AMI grad, presently self employed, member AMA. Responsibility welcome. Will relocate for right job. (601) 234-2879. (38)

'77 Suzuki RM 80
Very clean, runs great, \$350.00. (213) 768-3730. (37)

Trade '73, 360 Yamaha MX
For 100 Yamaha MX or sell for \$250. (714) 524-1726. (37)

1977 SUZUKI GS-550-4, 4-in-to-1 pipes, cafe set-up, fast. \$1475 — (213) 363-1848. (37)

Wanted: Old motorcycle helmet
1974 or 1975 Roper-Lanco LSI 4170 motorcycle helmet. Willing to make generous offer. Call (215) 925-4500. Ask for Eleanor. (37)

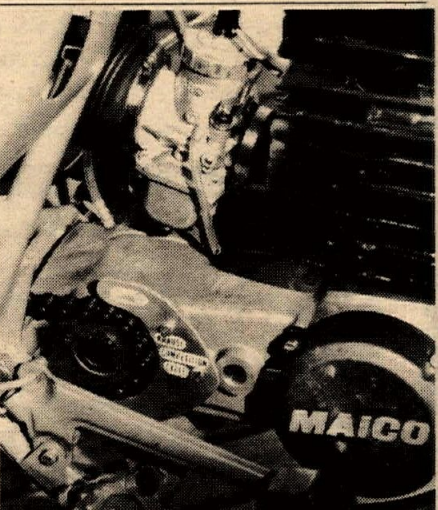
'78 Yamaha TZ250E better than new!
Factory bobtail seat & spare, factory 2 piece fairing & spare, like new Michelins & new set, 2 cranks, spare parts kit, gearing, 36mm Lectrons, Macke pipes. Very fast. Must sell. (212) 674-2223. (40)

'78 1/2 SUZ. 250 RM C2 playbike, stock, excellent condition, \$975.00. Call 9-5; Doctor's office (714) 640-0003. (37)

RM 250
Marzocchi forks, DG swingarm, Freon S-W, Metzeler, plastic tank, Maguras, alum. bars, Protec tensioner. \$650.00 O.B.O. (714) 524-0934. (37)

Yoshimura Superbike
Maintained by Yoshimura R&D, never crashed, best of everything. Fastest Kawasaki in U.S. next to theirs, handles great, \$4000 in spares included. \$6000 or offer. Call Kerry Bryant for details after 6 p.m. (916) 626-1238. (37)

'75 Honda 550 SS Cafe
Morris mags, Ceriani forks, Konis, rear sets + much more! Runs & looks perfect. \$1200 OBO. 1-(213) 472-4001. (37)



Magnum Mikuni Kit
38mm Mikuni kit, bolt-on, prejetted for 250, 400, 450 Maicos. Jets & adaptor included — all years. \$69.95 + shipping. Krause Chainstay, also pictured, \$9.95. ORDER NOW! Krause Racing, 305 E. North Ave., Northlake, IL 60164. (312) 344-2233. (40)

Honda 550 Cafe project
Trackmaster nickel plated frame, Ceriani forks, S&W, Morris, Lockheed, Kerker. Yoshimura — bore & port; super trick. Completely brand new — out of cash, must sell. \$2200 OBO. (213) 472-4001. (37)



Pro-Trac Trailers
The finest, most attractive trailers built! Send for brochures and prices. 7685 Placer Rd., Redding, CA 96001. Phone: (916) 244-1170/eves. (916) 241-1100. (38)

BSA's
1—1962 Gold Star, Fred Nix's 1/2 Miler, \$1200.00. 1—1962 Gold Star, Fred Nix's Road Racer w/full fairing-no engine, \$750.00. 1—1959 Gold Star Scrambler, complete, original, \$1000.00. 1—1964 441 Shooting Star V-good, \$450.00. 1—1962 250cc Clubman, slick, original, \$400.00. Also 250 Short Tracker & lots of parts. Randy Felton, P.O. Box 60908, Oklahoma City, Okla. 73146. (405) 239-2420 after 5 p.m. 528-7205. (38)

RD 400
High Performance porting and pipes. Erv Kanemoto (408) 296-2288. (39)

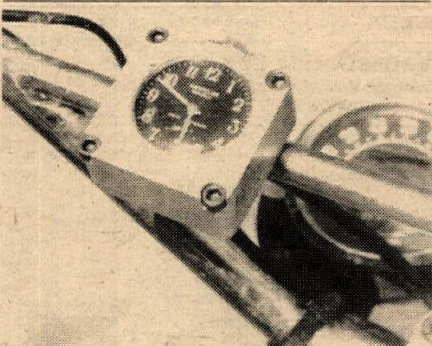
Wanted: Norton Fastback 750
With stock fiberglass and front disc. CASH. Call (602) 263-6759. Send photos and info to: Paul, 57 E. Roanoke Ave., Phoenix, AZ 85004. (37)

Can't take 'em with
250 Kenny Roberts KTM, 5 races, primo, \$1,400. 360 Bultaco Astro w/kit & spare 250 engine, \$850. Yamaha TA125 road racer, \$500. '74 Honda XR75 and 250 Elsinore, needs work, have parts. \$300 & \$200. Also, Honda P50 and Rockford Tora junkers. (312) 735-5662 leave message. (37)

Norton Triumph owners/dealers
We repair stripped ports threads. Competition Cycle Center, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (TFN)

'72 — 650cc Yamaha
Cafe Racer "one of a kind," \$1,200.00/offer. (213) 963-4904. (38)

PENTON/KTM 1975, 360cc. Very clean & reliable, two tanks, two pipes, Curnutts, Terry kit, P.P.P. Enduro lighting, \$625. (714) 247-2582. (37)



Timekeeper \$24.95
Virtually indestructible watch and padded aluminum holder. Easily reset with gloves on. Cross brace mounting. 1 1/2" black face with luminous numerals. Martin Maeding, 116 Electric, Auburn, CA 95603. (37)

'75 Mono 400 MXB trophy getter
Excellent cond. 1 desert or enduro — 2 tanks, VDO Speedo, long travel — rear White Bros. — Front Terry kit with air caps. \$500.00 or best offer. (714) 533-6580. (39)

Yamaha 250 & 750 Flat Trackers
The 250 has a WKR engine and a Champion frame, \$1,100. 750 has a Shell engine and a Champion frame, \$1,600. And many extras for both bikes. (404) 972-8737. (37)

'75, 400 Husqvarna
S&W shocks and fork springs, laid down frame, desert tank, must sell, \$650.00. (213) 863-9555. (39)

'78 Bultaco Astro 250
2 — Brand new Astros far below retail price. (303) 922-3717 or (303) 770-4536. (37)

*****XR750 parts*****
Professional racers eligible for cost + 20% on all XR parts in stock. Harley-Davidson West has the most complete line of genuine Har-Dav. parts on the west coast. We have everything like pistons, valves, rocker arms and even hard to find rod sets & more. We will ship them anywhere to you. (213) 822-3426. (36/TFN)

H-D XR750
1978 set-up, many spares, \$6,800. (303) 447-0859. (37)

Rebuild your own cranks
25 ton hydraulic press. \$750. Competition Cycle, (414) 672-4010. (36/TFN)

Yamaha Missile
Shell rolling chassis, specially built crank & pistons, balanced, Axtell head, CDI ignition. Next to an XR this is the best Junior points bike available. Will take trade in. \$2,800. (317) 659-1692. (37)

250 CHAMPION frame Yamaha — Excellent condition — Getting out of racing. \$800.00. (318) 631-7388. (36)

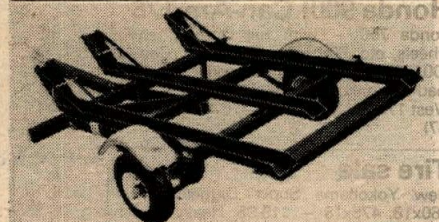
1977 Yamaha IT175
650 miles, \$700. After 2 (213) 836-2829. (37)

1977 TT 500 trick!
Terry fork kit, Alloy Graphics swingarm, S&W shocks, 38mm Mikuni, Hi-Comp piston, heavy duty valve springs + more. Motor not broken in yet. \$1,000.00 or ? (213) 923-1049. (37)

Suzuki TM-125
All trick goodies, DG, FMF, LTR, \$300. Nights (213) 373-4008. (37)

GS 1000 Suzuki
Less than 1,500 miles. Runs perfect, slight cosmetic damage. Makes excellent Production Class Road Racer, \$1,750. Call days (213) 781-6386 or (213) 873-6100. (40)

New, never used Fox Air Shox
1-pair 14 1/4, \$235.00 and 1 pair 17 1/2, \$250.00. Boxes have never been opened. Ask for Denny, after 5 p.m. (816) 233-6351. (37)



*****Cycle Trailers...\$223 & Up*****
1, 2, & 3 rail — Major brands & 4 & 5 Rail Customs — Small or large wheels. Also Vehicle & Utility Trailers & Hitches installed. M.S.C. (213) 767-1757. (33/EOI/TFN)

1974 Smuggler trailer
Self-contained, 18 ft., cooler, excellent shape. '73 XL Honda 250, dirt or street. (209) 784-3926. (37)

1978 Yamaha YZ80E
Excellent condition, never raced, \$395 firm. (714) 830-2078. (37)

'76 Yamaha IT400C
Licensed enduro street legal, excellent condition, \$525.00. Simi (805) 527-8046. (37)

'77 YZ 400D
Stock, never raced, ridden very little, too fast! \$975. (714) 968-2159. (37)

'76 Honda CR250 Elsinore
Like new, never raced, \$600. '77 Honda CR125, never raced, \$500. (714) 545-6619. (37)

'76 YZ80
Must sell, excellent condition, Mulholland shocks, \$200.00 firm. (714) 968-4761. (37)

'74, 450 Honda CB
Like new, only 6,000 miles, many extras, excellent bike. MUST SELL. Will take best offer. Call after 4:00 p.m. & before 7:00 a.m. (805) 942-8561. (37)

CR250R
\$1300 w/stock shocks, \$1500 w/Fox airshox. Long trip abroad forces low price on this perfect Elsinore, ridden 5 times. I don't have time to hold out for several hundred more. (714) 538-4212. (EOI/35 & 37)

'76 250 RMA Suz. & '74 125 Hodaka
Suz. like new — new rubber, frame, motor & suspension completely gone thru — \$600 or ? — '74 Hodaka in good shape — \$350 or ? — John (213) 434-4184. (38)

TZ 250 E
Sears Novice winner; Daytona clocked 140.5 mph. Bratton crank. \$2500 base. Negotiable options: kit, barrels, head, crank, fork, WM4/5 mags. Mark Homchick (213) 884-8548 evenings. (37)

Can-Am parts
Complete inventory of all Can-Am parts. All years and models. Orders shipped UPS same day. Fox Trail Motors, Algonquin, IL. (312) 658-5284. (47)

Harley XR-750
Mert Lawwill frame, tank, seat, extras — (509) 452-1422. (37)



Russ Darnell Motocross School
Aug. 14-18 Saddleback/Aug. 28-Sept. 1 Dixon, CA/Sept. 4-8, Indian Dunes. Limited entries. For full details & reservations call (213) 767-1854 or (213) 367-1722. (37)

'77 YAMAHA YZD 250. Alum. swingarm, skid plate, 2 tanks, \$975.00. (714) 595-0660. (37)

FOX AIR SHOX — 15 1/2" — \$190. Arnaco LTR-1 13 1/2" — \$80 — (213) 363-1848. (37)

Laverda Enthusiasts

New Laverda dealer has the new 1200cc Jota America and 1000cc Jarama. Sherman Oaks Honda & Triumph, 14460 Ventura Blvd., Sherman Oaks, CA 91423. (213) 788-2251. (31/TFN)

Used bike sale

'78 Husky 390 CR, like new. '77 Husky 175, \$695, like new. '78 Husky 390 Auto. '77 Penton GS400, leftover, \$1,545. '77 PE250B, leftover, \$1,295. '78 Maico 250 Enduro. '78 Husky 390 OR. '78 Husky 250 CR. '78 Maico 250 Magnum. All new bikes priced for clearance. Suzuki of Somerville, 25-29 Davenport St., Somerville, NJ 08876. (201) 526-3434. (36/TFN)

Wanted: Rickman or Cheney

Triumph or BSA 500. CASH. Call (602) 263-6759. Send photos and info to: Paul, 57 E. Roanoke Ave., Phoenix, AZ 85004. (37)

Honda 900! Can-Am 175

Honda 750 — with full Dunstall equipment, mag wheels, etc. 500 miles, \$2600.00. Can-Am TNT 175, 500 miles, \$750.00. Both bikes used for magazine road test only. Brian Stark, Classic Motorcycles, 785-B West 17th St., Costa Mesa, CA 92627. (714) 642-8411. (37)

Tire sale

New Yokohama Super Diggers — Any 410x18, 460x18, 475x18 — \$19.95. Heavy duty tubes, \$3.95. Tour n' Trail Cycle — 3155 Yorba Linda, Fullerton, CA. Open Sunday 10-2. (714) 996-7002. (39)

Motorcycle trailers

2, 3, 4, rail. Big wheels, springs and shocks. \$275.00 to \$295.00. (213) 630-3799 or (213) 861-7721. (TFN)



Start an exciting career as a...

Motorcycle Mechanic

"The California School of the Professionals"

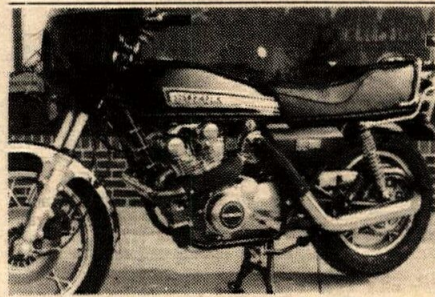
Residence or Home study
If you're serious about becoming a top-notch motorcycle mechanic you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678

Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36/TFN)

Must sell 750 Yamahas

1 — Shell — Shell motor, \$1900.00. 1 — Champion — \$1600.00. Both have lots of new parts — runs great — excellent condition. (208) 753-3986. (37)



World's Fastest Street Bikes

Complete turbo-charged Suzuki GS1000E, 1000C, 750E, and 750C models, ready for street or race. The turbo-bikes are designed for the ultimate in street rideability, and reliable ultra-high performance. GS750C model includes ATP turbo kit, electric fuel pump, Martek ignition, Barnett clutch, and heavy duty valve springs, \$3,899. Call the Midwest's total performance dealer for prices on these bikes or for prices for your bike. Suzuki of Terre Haute, 3601 Fruitridge Ave., Terre Haute, IN 47804. (812) 466-6831. (38)

RICKMAN • RICKMAN • RICKMAN!

WE have ALL 125 Zundapp and 250 Montesa parts, plus early Mk III and Mk IV Metisse items. Giant inventory. Jack Byers, Target Products, 2724 W. Main, Alhambra, CA 91801. (213) 284-3238. (TFN)

CZ

Parts, accessories and service. JB Cyclery, 2332 Fruitdale Ave., San Jose, CA 95128. (408) 286-2891. (TFN)

'1976 SUZUKI Exacta trials bike, 250cc, low mileage, \$495 — (213) 363-1848. (37)

'77 250CR Husky

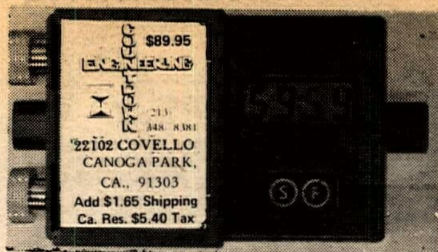
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(213) 348-8381. (35/TFN)

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Fox Airshox, factory fork mods, new Metzeler front & K88 HT Dunlop rear, Whirlpull, aluminum silencer, very well maintained & set up. \$1475.00. Ask for Dennis days (213) 282-1415, after 6 (213) 288-3671. (38)

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Runs good, fast, \$350.00. Call after 3:00 p.m. (213) 925-5284. (37)

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Excellent condition, gas Girling shocks, D.G. head, 34 Mikuni carb, still on stock bore. \$475.00. (714) 735-5533. (37)

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3 (P/U) truck loads old parts, engines, frame, wheels, transmissions, etc. 3 complete bikes (2) 650 twins, 1 750cc single, 1 Norton Manx Int. engine (new thru out). 2 trans for Norton. Sell or trade, make offer!! No Fri. or Sat. night. Call Sundays & evenings (714) 796-7889. (37)



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Moto-X Fox tank, works shocks, Simon's air/oil fork kit, FMF pipe, Gold Rims, new tires. Asking \$600.00 or best offer. (714) 537-1073 after 3:00 p.m. (37)

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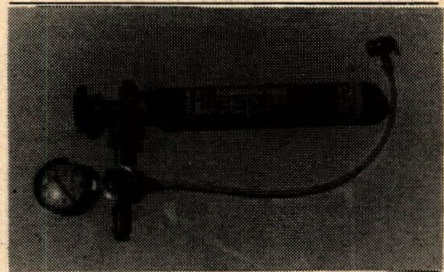
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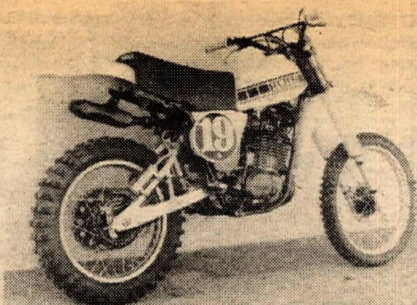
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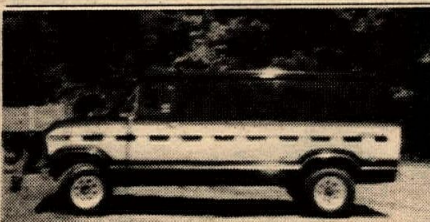
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Trick forks plus stock forks, mono mods by O.C.C. Extra desert tank, fenders, side covers, very clean. Rick (213) 431-0792. (37)



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1974 Dunstall Norton

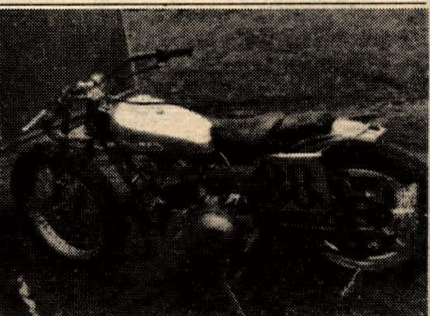
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175cc, Curnutt shocks, low miles, never enduroed. Perfect throughout. \$250. After 6 p.m. (714) 898-0316. (38)



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78 RM125 C

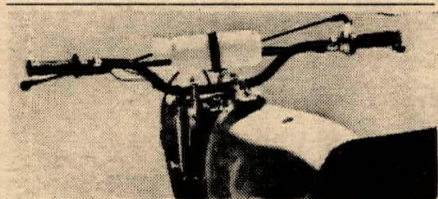
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250cc Yamaha 1975 MX motor and frame in ex. cond. Call (209) 763-5188 after 5 p.m. Asking \$1,650. (37)



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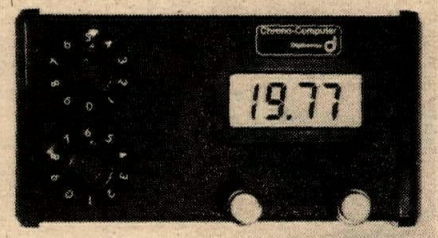
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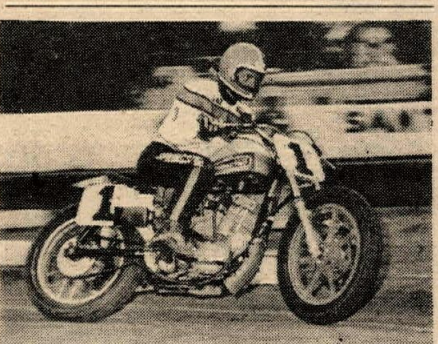
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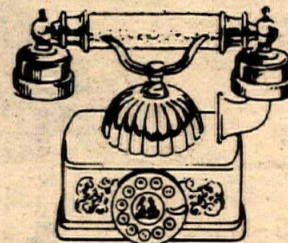
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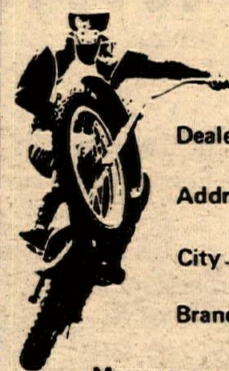
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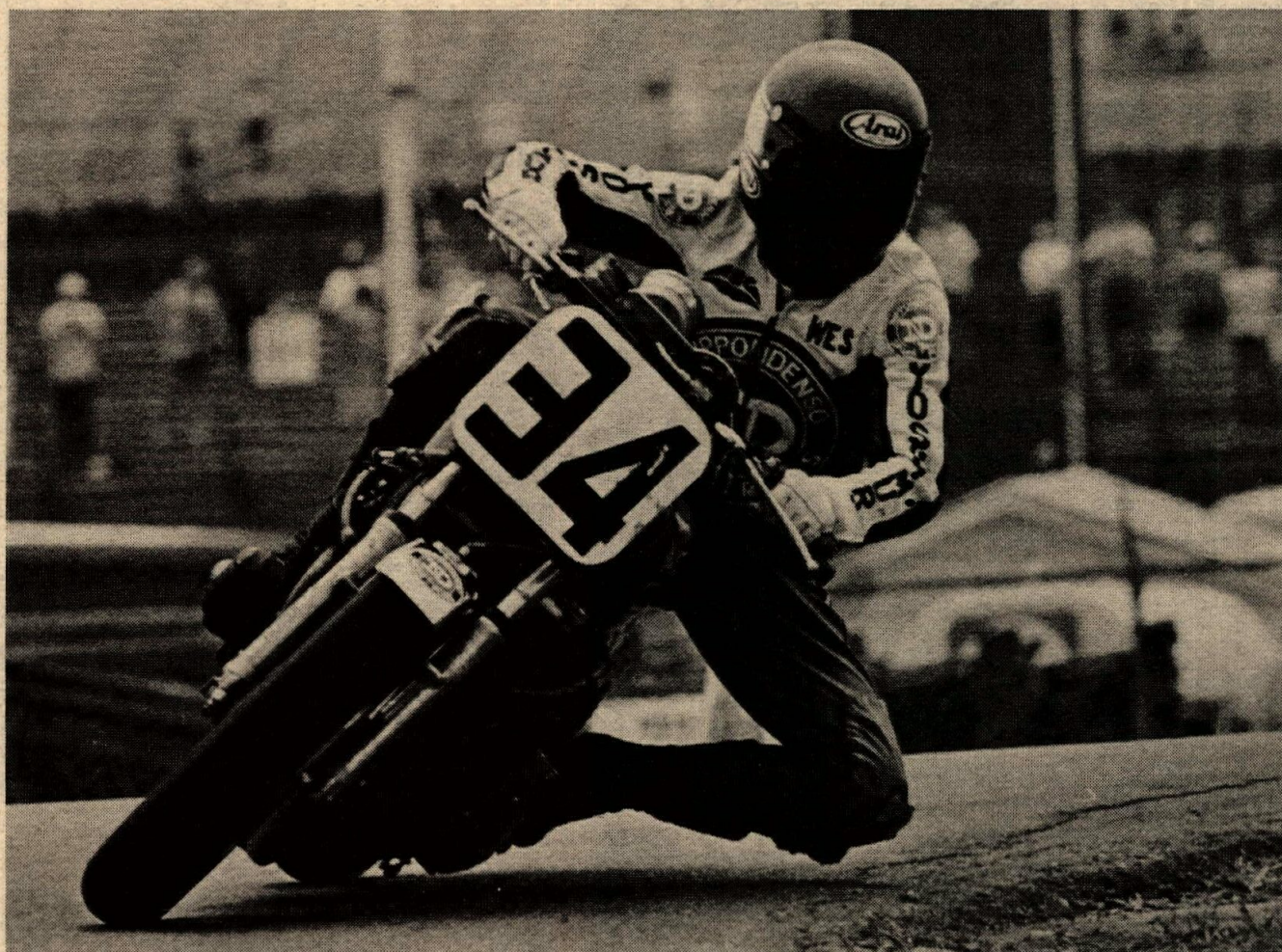
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